REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE YEAR 1894.

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 27TH FEBRUARY 1895.

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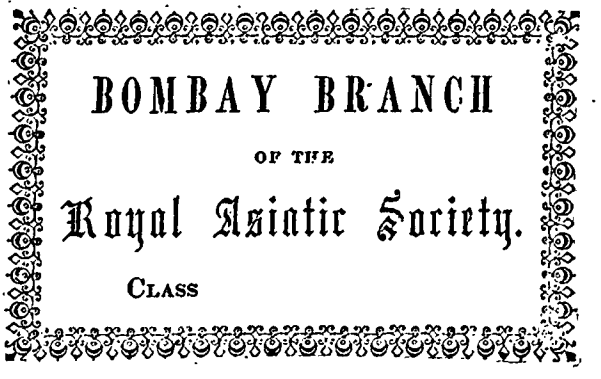
PRINTED FOR THE CHAMBER
AT THE
BOMBAY GAZETTE STEAM PRINTING WORKS.

1895.



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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

The Rt. Hon'ble LORD REAY, LL.D., G.C.I.E.
WILLIAM RATHBORNE, Esq., M.P.
A. H. CAMPBELL, Esq.
J. M. MACLEAN, Esq.
Colonel L. CONWAY-GORDON.

Members.

Messrs. ALDRIDGE, SALMON & Co. (Ltd.)
" BATES (EDWARD) & Co.
" BLASCHECK (A.) & Co.
" CRAWFORD, BURDER, BUCKLAND AND BAYLEY.
" BREUL & Co.
" CRAIGIE, LYNCH AND OWEN.
" D. M. PETIT, SONS & Co.
" DUXBURY, (J.) & Co. (Ltd.)
" EWART, LATHAM & Co.
" FINLAY, MUIR & Co.
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" ROUGHTON AND BYRNE.
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AHMEDBHOY HUBIBBHOY, Esq.
JAMNADAS LULOOBHAI, Esq.
THE STANDARD LIFE ASSURANCE Co.
THE SOUTH BRITISH FIRE & MARINE INSURANCE CO. OF NEW ZEALAND.
THE AGRA BANK, LIMITED.
THE BANK OF BOMBAY.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
THE MERCANTILE BANK OF INDIA, LD.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE NATIONAL BANK OF INDIA.
THE IMPERIAL BANK OF PERSIA.
THE CREDIT LYONNAIS.
THE G. I. P. RAILWAY COMPANY.
THE B. B. & C. I. RAILWAY.
THE SOUTHERN MAHRATTA RAILWAY COMPANY.
THE P. & O. S. N. COMPANY.
THE AUSTRIAN LLOYD'S S.N.COMPANY.
THE RUBATTINO S. N. COMPANY.
THE BOMBAY DYEING AND MANUFACTURING COMPANY, LIMITED.
THE INDIAN COTTON SEED PRODUCT COMPANY, Ld.

RETIRING COMMITTEE.

THE HON. MR. W. R. MACDONELL, *Chairman.*
A. ABERCROMBIE, ESQ., *Deputy Chairman.*

Members.
(1) MAJOR H. D. OLIVIER, R. E.
G. H. TOWNSEND, ESQ.
L. R. W. FORREST, ESQ.
F. GRAHAM, ESQ.
L. AEPPLI, ESQ.
E. SCHOEN, ESQ.
(2) H. W. ULOTH, ESQ.

COMMITTEE FOR 1895.

THE HON. MR. W. R. MACDONELL, *Chairman.*
G. H. TOWNSEND, ESQ. *Deputy Chairman.*

Members.
G. A. BARNETT, ESQ., C.I.E.
S. M. MOSES, ESQ.
J. FAIRCLOUGH, ESQ.
R. G. CURRIE, ESQ.
F. W. SHAW, ESQ.
J. TINTNER, ESQ.
J. M. RYRIE, ESQ.

JOHN MARSHALL, ESQ., *Secretary.*

(1) Mr. I. O'Callaghan and (2) Mr. M. C. Turner, who were appointed members of the Committee for 1894, having resigned office during the year, Major H. D. Olivier, R. E., and Mr. I. M. Shields were appointed in their places; and subsequently on the resignation of the latter, the vacancy was filled up by the appointment of Mr. H. W. Uloth.

PUBLIC HOLIDAYS
FOR THE YEAR 1895.

Sanctioned by Government under Section 25 of Act XXVI. of 1881, entitled the "Negotiable Instruments' Act, 1881":—

New Year	1st & 2nd January	Tuesday & Wednesday	2 Days.
Maha Shivaratri	22nd February	Friday	1 Day.
Holi	11th March	Monday	1 ,,
Jamshedi Naoroz	21st March	Thursday	1 ,,
Ramnavami	3rd April	Wednesday	1 ,,
Easter	12th, 13th and 15th April	Good Friday, Saturday, and Monday	3 Days.
Queen's Birthday	Such day as may be fixed by the Governor-General in Council.		1 Day.
Mohurrum	4th July	Thursday	1 ,,
Cocoanut Day	5th August	Monday	1 ,,
Gokul Ashtami	13th August	Tuesday	1 ,,
Ganesh Chaturthi	24th August	Saturday	1 ,,
Parsi New Year	14th and 16th Sept.	Saturday and Monday.	2 Days.
Khordadsal	21st September	Saturday	1 Day.
Dussera	28th September	Saturday	1 ,,
Dewali	18th & 19th October.	Friday and Saturday.	2 Days.
Christmas	24th, 25th and 26th December	Tuesday, Wednesday and Thursday	3 Days.
New Year	31st December	Tuesday	1 Day.

Note.—Good-Friday, Christmas Day, and New Year's Day are holidays under the Negotiable Instruments' Act, and are included in the above list.

HOLIDAYS UNDER CHARTER-PARTIES
FOR THE YEAR 1895.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be Holidays under Charter-Parties for the year 1895 :—

New Year	1st January	Tuesday	1 Day.
Holi	11th March	Monday	1 ,,
Easter	12th April	Good Friday	1 ,,
Queen's Birthday	Such day as may be fixed by the Governor-General in Council.		1 ,,
Mohurrum	4th July	Thursday	1 ,,
Cocoanut Day	5th August	Monday	1 ,,
Gokul Ashtami	13th August	Tuesday	1 ,,
Ganesh Chaturthi	24th August	Saturday	1 ,,
Parsi New Year	16th September	Monday	1 ,,
Dussera	28th September	Saturday	1 ,,
Dewali	18th & 19th October	Friday & Saturday.	2 Days.
Christmas	25th December	Wednesday	1 Day.

By order of the Committee,

JOHN MARSHALL,

Secretary.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Revised and adopted down to the General Meeting of the Chamber held on 27th February 1895.

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.; the names of candidates with their proposers and seconders to be circulated to members three clear days before the meeting; or by a majority of two-thirds of the votes taken by ballot in the rooms of the Chamber at which at least one-fourth of the Members of the Chamber have registered their votes. The ballot to take place after seven clear days' notice to the Members stating the names of the candidates proposed with their proposers and seconders, and the ballot shall remain open at least three clear days.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. * The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 15 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and

Deputy Chairman of the Chamber and seven Members ; and in the event of the elected representative of the Chamber in the Legislative Council of His Excellency the Governor in Council not being a Member of the Committee at the time of his nomination, he shall also be *ex-officio* a Member of the Committee during his term of office. The Chairman or Deputy Chairman, as the case may be, shall be *ex-officio* Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman of whom the two latter officers shall be elected by ballot. The elected representative of the Chamber in the Legislative Council of the Governor of Bombay shall also be *ex-officio* a Member of Committee during his term of office.
2. A separate ballot for the election of Chairman and Deputy Chairman shall take place annually on different days, between the 1st and 20th of December in each year, as may be fixed by the then sitting Committee : the election of Chairman shall take place first. The new Committee shall take office on the 1st of January in each year, and continue to act until the 31st December following. Should any delay take place in the election of the new Committee the retiring Committee shall hold office until the new Committee is formed.
3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.
4. Two members of one Firm shall not be on the Committee at the same time.
5. No Member of the Chamber shall give more than one vote for a candidate.
6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, seven clear days before the election takes place.
7. The retiring Committee shall appoint two days for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.
9. The retiring Committee shall appoint two Scrutineers, who, at 6 P.M. on the second day of each ballot, shall open the box and declare the result.
10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the

list for the Chairmanship or Deputy Chairmanship refusing to act, or of both refusing to act, there shall be a fresh election for either or both offices.

11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney; the officers in charge of Banking and Shipping establishments; the representatives of Railway and Joint Stock Companies; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber; and their proceedings shall be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. General Meetings of the Chamber shall be held quarterly, and at such other times as may be decided upon by the Committee, for the purpose of discussing any measures of public interest which may arise, and the Committee of the Chamber shall be entrusted with the selection of subjects for discussion at such Meetings, and they shall give notice of the same to the Members at least three days before the Meeting. The Annual General Meeting shall be held in the month of January, on such day as the Committee for the time being shall direct, and seven days' notice shall be given of such Meeting. A Special General Meeting shall be called by the Chairman, or by his order, or, if there be no Chairman, by the Secretary, within seven days after the receipt of a requisition from any three Members of the Chamber, but a majority of Members qualified to vote at a Meeting shall be required to constitute such General Meeting. All General Meetings of the Chamber shall be advertised in the newspapers.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Treasurer or Treasurers for the time being,

and the same shall be available by cheques signed by the Chairman or in his absence by the Acting Chairman for the time being, and by one other Member of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. A Secretary shall be appointed by a majority of Members in such way as the Committee for the time being may point out; and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. An Annual Report of the proceedings shall be made, and copies sent to the similar Associations in India, China, and elsewhere.

XVIII. The foregoing Rules shall be added to, or altered, only by a majority of Members of the Chamber.

XIX. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, and shall be printed, and a copy delivered to each Member.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.
2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.
3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.
5. The Committee shall appoint two scrutineers who, at 6 P.M. on the second day of the ballot, shall open the box and declare the result.
6. The candidates who have the largest number of votes shall be declared duly elected.
7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.
8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the Members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act III. of 1888, *shall be elected.*

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on that day.

4. Votes may be given either in person or through any one duly authorised by a member of the Chamber; but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint two scrutineers who, at 6 P.M. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COUNCIL OF THE GOVERNOR OF BOMBAY.

Rules for the election of a representative of the Chamber to be proposed to H. E. the Governor in Council for nomination as an Additional Member of the Council of the Governor of Bombay for the purpose of making Laws and Regulations, under Section 1 (4) *of the Indian Councils Act,* 1892, *for Bombay, and Notification of the Legislative Department of the Government of Bombay, under date of 30th March* 1893.

(1) The election shall be by ballot on such day as the Committee of the Chamber for the time being shall appoint.

(2) Seven clear days' notice of the day fixed shall be given to members by circular or advertisement or both.

(3) A list of the persons eligible for election shall be circulated to members by the Secretary seven clear days before the day of election.

(4) Those eligible for election shall be partners in firms who are Members or Managers holding powers of attorney; the officers in charge of banking and shipping establishments, the representatives of railways and joint-stock companies, and those who are members in their own right.

(5) The voting shall be by papers signed by members and deposited in the ballot-box which shall be placed in the Chamber from 10 a.m. to 6 p.m. of the appointed day.

(6) Two scrutineers appointed by the Committee shall open the ballot box at 6 p.m. on the appointed day and declare the result.

(7) The gentleman who has the largest number of votes shall be declared duly elected ; but in the event of an equality of votes for two or more nominees, the Members of the Chamber shall vote afresh in the manner above laid down.

(8) In the event of a casual vacancy the above course shall be followed in electing a nominee to fill the vacancy.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons ; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations :—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

The following addition to the regulations for Committees of Arbitration was passed at the Annual General Meeting of the Chamber held on 18th January 1891 :—

In the event of both parties to a dispute wishing to refer the matter to the settlement of the Chamber without, in the first instance, appointing a surveyor on either side, the Committee may undertake to deal with such disputes provided both parties agree to abide by the Chamber's decision. The fee in such cases shall be Rs. 20, of which Rs. 15 shall be paid to the arbitrator and the balance to the General Funds of the Chamber.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January, 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Damodher Gokuldas, of Messrs. Morarji Gokuldas & Co.
„ Mowji Premjee Toolsidas, of Premji Toolsidas, Esq.
„ Purshotam Cooverjee, of Tricamdas Purshotam, Esq.
„ Ramjee Lakhmidas.
„ Hemraj Canji.
„ Lakhmidas Bhimjee, of Messrs. Bhimjee Rowjee Sons & Co.
„ Canjee Dharamsey, of Kalidas Dharamsey, Esq.
„ Ruttonsey Damodher, of Megjee Hemraj, Esq.
„ Dharamsey Kallidas, of Ranchod Kallidas, Esq.
„ Purshotam Govindjee.
„ Burjorjee Cawasjee, of Cawasjee Temuljee, Esq.
„ Jivram Vishanjee, of Jagjeewan Govindjee, Esq.
„ Rowjee Naranjee, of Ruttonsey Canjee, Esq.
„ Liladhur Jeyram Naranji, of Messrs. Vishram Mowji & Co.
„ Narandas Thakersey Moolji, of Messrs. Thakersey Mulji Sons & Co.
„ Madhowjee Thakersey.
„ Laljee Jivraj, of Ghella Dayal, Esq.
„ Vishanjee Purshotam, of Megji Govind, Esq.
„ Jadowjee Jagjeewan, of Jagjeewan Hemraj, Esq.
„ Purshotam Govindjee, of Damodher Haridas, Esq.
„ Chaturbhoj Shivjee, of Gokuldas Shivjee, Esq.
„ Purshotam Naranjee.
„ Vithaldas Khetsey, of Purshotam Lakhmidas, Esq.
„ Mathradas Mowjee, of Gokuldas Morarji, Esq.
„ Jivandas Tricumdas.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. H. E. E. Procter, of Messrs. Killick, Nixon & Co.
„ A. F. Beaufort, of Messrs. Lyon & Co.
„ C. H. Armstrong, of Messrs. Lyon & Co.
„ M. F. Reid, Bombay Company, Limited.
„ J. L. Symons, of Messrs. Finlay, Muir & Co.
„ J. Fairclough, of Messrs. Finlay, Muir & Co.

Mr. W. Brown, of Messrs. Finlay, Muir & Co.
„ G. Otte, of Messrs. A. Blascheck & Co.
„ C. Douglas, of Messrs. Ritchie, Steuart & Co.
„ L. B. Ker, of Messrs. Ritchie, Steuart & Co.
„ Frank M. Flower, of Messrs. Edward Bates & Co.
„ A. Abercrombie, of Messrs. Latham, Abercrombie & Co.
„ J. Black, of Messrs. Latham, Abercrombie & Co.
„ J. Ellinger, of Messrs. Kerr, Tarruck & Co.
„ T. Sharples, of Messrs. Kerr, Tarruck & Co.
„ A. H. Hammond, of Messrs. Thos. G. Hill & Co.
„ C. G. Giro, of Messrs. Ralli Brothers.
„ O. Schillizi, of Messrs. Ralli Brothers.
„ J. Brandenburg, of Messrs. E. Spinner & Co.
„ R. S. Campbell, of Messrs. W. & A. Graham & Co.
„ R. Wehrli, of Messrs. Volkart Brothers.
„ E. Miller, of Messrs. C. Macdonald & Co.
„ J. W. Brown, of Messrs. C. Macdonald & Co.
„ F. W. Shaw, of Messrs. Fleming, Shaw & Co.
„ J. P. Cornforth, of Messrs. Aldridge, Salmon & Co.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire whether chosen by the arbitrators or appointed by the Committee of the Chamber is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales.

I. CALLIPERS shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. If, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber's stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. Any Callipers found incorrect, and on which the stamp has been defaced, may be restamped after adjustment.

IV. No measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. Public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. A Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. No bales shall be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. The Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible, but not over the knots.

IX. The Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of measurement,	The name of the ship or steamer,
The number of the boat,	The number of bales,
The name of the tindal,	The marks of the bales,
The name of the shipper,	The measurement.

X. The Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. The bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the certificate shall be void, and the bales shall be re-measured on board, written notice, however, in such case being given to the shipper, so that he may have the option of attending.

XII. The salaries of the Measurers, and all other expenses connected with this scheme of measurement, shall be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. All matters pertaining to the measurement of Cotton as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, shall be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees shall be allowed for sums under one Rupee.

XV. No claim for refund shall be allowed, unless presented within one month from the date of vessel's departure.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 26th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per Cent.
1.	On effecting insurance on amount insured	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium, and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost.	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals...	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	⅛
14.	On effecting remittances by Bills of Exchange	⅛
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

	Per Cent.
23. On bills or exchange returned, noted or protested	¼
24. On granting and cashing letters of credit	1
25. On depositing Government paper as security for constituents.	½

NATIVE CONSIGNMENTS.

26. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

27. On procuring freight	2½
"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."	
Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.	
28. On collecting freight	2½
29. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party	2½
30. On shipping goods of every description on which no commission for the purchase has been charged	1
31. On shipping treasure, bullion, and jewellery	⅛
32. On ship's disbursements when not in funds	1
33. On account of passage-money, whether the same passes through the Agent's hands or not	5
34. For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
35. On realizing Bottomry Bonds or negotiating any loan on *respondentia*	1
36. On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ...	1%
If Opium, Indigo, Raw Silk or Silk Goods	½
If Treasure, Precious Stones, or Jewellery	¼
37. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 27 of the General Rates of Commission which fixes the rate "on procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY

PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :—

> "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY

PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888 :—"That the resolution passed by the Chamber on 31st October, 1876, regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for bank bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That having considered the question of ante-dating bills of lading, either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January, 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July, 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfac to those interested."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

At a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously :—"That the Freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously :—"That when Freight is payable on weight, the same is to be on the Net Weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

AT the General Meeting of the Bombay Chamber of Commerce, held on 22nd July, 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

AT a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

That Rule I. prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton but in no case to exceed 20 cwt. dead-weight.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	...	16 cwt.
Alum, in bags	16 cwt.	...	20 cwt.
Annato, in cases	40 feet.	...	50 feet.
Apparel	40 feet.	...	50 feet.
Arrowroot, in cases ...	40 feet.	...	50 feet.
Assafœtida, in cases ...	40 feet.	...	50 feet.
Bajree, in bags	16 cwt.	18 cwt.	20 cwt.
Barilla	16 cwt.	...	20 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Barley, in bags	...	15 cwt.	...
* Bran, in bags (pressed) ...	...	10 „	...
Do. do. (unpressed)...	...	9 „	...
Bees' Wax, in cases ...	40 feet.	...	50 feet.
Betelnut, in bags	13 cwt.	...	16 cwt.
Blackwood, in straight square logs... ...	40 feet.	...	50 feet.
Do. otherwise ...	16 cwt.	...	20 cwt.
Bone meal and bone dust ...	...	20 cwt.	20 cwt.
Bones, crushed, in bags ...	...	...	...
Do. loose	...	...	...
Books	40 feet.	...	50 feet.
Borax, in cases	40 feet.	...	50 feet.
Do. in bags	16 cwt.	...	20 cwt.
Buffalo horns, in bundles ...	...	6 cwt.	8 cwt.
Bullion	per cent.	...	per cent.
Camphor, in cases... ...	40 feet.	...	50 feet.
Canes, Rattans, in bundles ...	13 cwt.	...	16 cwt.
Cardamoms, in bundles ...	40 feet.	...	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	...	50 feet.
Chasum	8 cwt.	...	10 cwt.
China Root, in cases ...	40 feet.	...	50 feet.
Cigars	40 feet.	...	50 feet.
Cinnamon, in bales ...	...	...	6 cwt.
Do. in cases. ...	40 feet.	...	50 feet.
Cloves, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	8 cwt.	...	10 cwt.
Coals	...	...	20 cwt.

* *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in a bag of 45½×25 inches.

Articles.	Steamers Old Scale.	Steamers New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Cocoa, in bags	10 cwt.	...	12 cwt.
Coculus Indicus, in bags ...	13 cwt.	...	16 cwt.
Coffee, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ..	12 cwt.	14 cwt.	16 cwt.
Coir, in bales	40 feet.	...	50 feet.
Do. in bundles or loose ...	5 cwt.	...	6 cwt.
Do. Rope, in coils	40 feet.	...	8 cwt.
Colocynth, in cases	40 feet.	...	50 feet.
Colombo Root, in bags ..	8 cwt.	...	14 cwt.
Copra, in robbins	8 cwt.	8 cwt.	12 cwt.
Do. in bags	...	...	12 cwt.
Cut Copra, in bags	...	11 cwt.	...
Coral, Rough (not specimen), in bags	16 cwt.	...	20 cwt.
Cotton Seed	...	13 cwt.	...
Cotton Seed (cleaned) in bags.	...	15 „	...
Cotton, in bales	40 feet.	...	50 feet.
Cowries, in cases	40 feet.	...	50 feet.
Do. in bags	16 cwt.	...	20 cwt.
Cubebs	10 cwt.	...	12 cwt.
Cummin Seed, in cases ...	40 feet.	...	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed.	13 cwt.	...	16 cwt.
Dates, wet	16 cwt.	...	20 cwt.
Do. dry	13 cwt.	...	16 cwt.
Dhall, crushed in bags ...	...	17 cwt.	...
Dragon's Blood, in cases ...	40 feet.	...	50 feet.
Ebony, square and straight...	40 feet.	...	50 feet.
Do. otherwise	16 cwt.	...	20 cwt.
Elephants' Teeth, in cases ..	40 feet.	...	50 feet.
Do. in bundles.	14 cwt.	...	18 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
Elephants' Teeth, loose ...	To the Ton. 16 cwt.	To the Ton. ...	To the Ton. 20 cwt.
Fennel Seed	...	10 cwt.	...
Fenugreek or Methey Seed ...	...	17 cwt.	...
Flour in bags	...	18 cwt.	...
Flour middlings, or sharps, in bags	...	12 cwt.	...
Furniture	40 feet.	...	50 feet.
Galingals	10 cwt.	...	12 cwt.
Galls, in bags	13 cwt.	...	16 cwt.
Do. in cases	40 feet.	...	50 feet.
Ginger, dry, in cases	40 feet.	...	50 feet.
Do. in bags	10 cwt.	..	12 cwt.
Gram, in bags	15 cwt.	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	...	16 cwt.
Do. unshelled ...	...	6 cwt.	8 cwt.
Gums, of all kinds, in cases...	40 feet.	...	50 feet.
Gum Olibanum, in bags ...	13 cwt.	...	16 cwt.
Gum (Persian) in double bags Gum (Arabic) „ „ „	...	17 cwt.	...
Hurtall, in cases	40 feet.	...	50 feet.
Hemp, in screwed bales ...	40 feet.	...	50 feet.
Do. loose or in bundles ..	5 cwt.	...	7 cwt.
Hides&Skins,in screwed bales	40 feet.	...	50 feet.
Do. loose & in small bundles	40 feet.	...	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	...	16 cwt.
Do. Deer, loose	6 cwt.	...	8 cwt.
Horn Tips, of any kind ...	13 cwt.	...	16 cwt.
Indigo, in cases	40 feet.	...	50 feet.
Iron, old	...	20 cwt.	20 cwt.
Iron Rails...	...	20 cwt.	20 cwt.
Jackwood	40 feet.	...	50 feet.

Articles.	Steamers Old Scale.	Steamers New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Jowaree, in bags	16 cwt.	18 cwt.	20 cwt.
Lac Dye, in shells or cases ..	40 feet.	...	50 feet.
Lang, in bags	16 cwt.	18 cwt.	20 cwt.
Do. crushed, in bags ..	...	17 cwt.	...
Linseed, in bags...	16 cwt.	...	18 cwt.
Mace, in cases	40 feet.	...	50 feet.
Maize, in bags	...	16 cwt.	..
Mother-o'Pearl, in cases ...	40 feet.	...	50 feet.
Do. in bags... ...	16 cwt.	...	20 cwt.
Mowra Flowers	16 cwt.	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	...	16 cwt.
Munjeet or Madder Root, in cases or bales...	40 feet.	...	50 feet.
Do. in bundles or bags...	8 cwt.	...	12 cwt.
Musk, in cases	40 feet.	...	50 feet.
Mussor, in bags...	16 cwt.	20 cwt.	20 cwt.
Myrabolams, in bags	13 cwt.	...	16 cwt.
Niger Seed	14 cwt.	...	17 cwt.
Nutmegs, in cases	40 feet.	...	50 feet.
Nux Vomica, in cases... ...	40 feet.	..	50 feet.
Do. in bags	13 cwt.	...	16 cwt.
Oil, of any kind, in casks ...	40 feet.	...	210 Im. g.
Oil-seeds—			
Castor Seed, known as Bold Cawnpore description	...	10 cwt.	17 cwt.
Castor Seed, other sorts ...	...	13 cwt.	17 cwt.
Teel or Gingelly Seed ...	14 cwt.	15 cwt.	...
Rape Seed	14 cwt.	16 cwt.	...
Mustard Seed	14 cwt.	16 cwt.	...
Opium	per chest.	...	per chest.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Paddy, in bags	13 cwt.	...	16 cwt.
Pepper, in bags	13 cwt.	...	16 cwt.
Pimento...	12 cwt.	...	14 cwt.
Plumbago, in bags ...	16 cwt	...	20 cwt.
Poppy Seed, in bags (1½ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1½ ,,)	13 cwt.	...	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1¼ ,,)	14 cwt.	...	17 cwt.
Rattans, in bundles ...	13 cwt.	...	16 cwt.
Do. Ground	13 cwt.	...	16 cwt.
Red Wood	13 cwt.	...	16 cwt.
Rhubarb, in cases	40 feet.	...	50 feet.
Rice, in bags	16 cwt.	18 cwt.	20 cwt.
Safflower, in cases... ...	40 feet.	...	50 feet.
Do. in screwed bales ...	40 feet.	...	50 feet.
Do. in bags	8 cwt.	...	10 cwt.
Safflower Seed, (Kurdai Seed or Kasumba) in bags ...	...	13 cwt.	...
Sago, in cases	40 feet.	...	50 feet.
Sal Ammoniac, in cases ...	40 feet.	...	50 feet.
Do. in bggs ...	15 cwt.	...	18 cwt.
Salt	...	28 Indian maunds of 82⅔ lbs.	28 Indian maunds of 82⅔ lbs.
Saltpetre	16 cwt.	20 cwt.	20 cwt.
Sandal and Sapan Wood ...	11 cwt.	...	16 cwt.
Sealing Wax, in cases ...	40 feet.	...	50 feet.
Senna, in bags	5 cwt.	...	6 cwt.
Do. in bales	40 feet.	...	50 feet.
Shells, Rough, in bags ...	16 cwt.	...	20 cwt.
Silk, in bales	8 cwt.	...	10 cwt.
Do. in cases	40 feet.	...	50 feet.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Soap, in cases	40 feet.	...	50 feet.
Sugar, in double bags ...	...	19 cwt.	20 cwt.
Talc...	16 cwt.	...	20 cwt.
Tallow	40 feet.	...	50 feet.
Tamarinds	15 cwt.	...	18 cwt.
Tea, in chests	40 feet.	...	50 feet.
Timber, Teak: Square Planks and Poon ...	40 feet.	...	50 feet.
Do. Round, one-fifth off ...	...	...	...
Tobacco, in bales	40 feet.	...	50 feet.
Tortoise Shells, in chests ...	40 feet.	...	50 feet.
Turmeric, in bags	11 cwt.	...	13 cwt.
Tutenague...	16 cwt.	...	20 cwt.
Unrated Wood	11 cwt.	...	14 cwt.
Weed Seed (in bags)	...	10 cwt.	...
Whanghees (*vide* Canes) ...	13 cwt.	...	16 cwt.
Wheat	16 cwt.	18 cwt.	20 cwt.
Wines and Spirits, in casks...	40 feet.	...	50 feet.
Do. in cases...	40 feet.	...	50 feet.
Wool, in screwed bales ...	40 feet.	...	50 feet.*
Zedory	16 cwt.	...	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

SCALE OF LANDING CHARGES.

CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on the 30th of October, 1877.

[These rates are understood to be maximum rates and to cover landing, cranage, and delivery on the Bunder, but not Bunder Fee.]

ARTICLES.	How Charged.	Rs.	a.	p.
Almonds	Bag.	0	1	0
Alum	Ton.	1	4	0
Arrowroot	In moras of 1½ cwt.	0	2	0
Do.	In cases of 1 cwt.	0	2	0
Asphalte	Ton.	1	4	0
Assafœtida	Bag.	0	6	0
Beer and Porter	Hogshead.	0	8	0
Beads	Case.	0	5	0
Boilers	...	Special.		
Books	Ordinary Case.	0	5	0
Boots	Case.	0	5	0
Borax	Do.	0	5	0
Brassware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Brass Leaves	Case.	0	2	0
Bricks, Fire	Ton.	1	4	0
Bullion	...	Special.		
Camphor	Case.	0	4	0
Do.	Tub.	0	1	6
Candles	Cwt.	0	3	0
Canvas	Bale.	0	5	0

ARTICLES.	How Charged.	Rs.	a.	p.
Cardamoms	Bag.	0	2	0
Do.	In cases of 2 cwt.	0	6	0
Carpets	Package.	0	7	0
Carriages	Each.	8	0	0
Cashewnuts	Bag.	0	2	0
Cassia	Case.	0	3	0
Cement...	Ton.	1	12	0
Chalk	Do.	1	4	0
Chillies...	Bag.	0	1	0
Cheroots	In cases of 10,000	0	8	0
Clay, China, or Fire	Ton.	1	12	0
Cloves	Bag not exceeding 1½ cwt.	0	1	3
Cochineal	Case.	0	5	0
Cocoanuts	Bundle.	0	2	0
Coal (on the South of the P. & O. Co.'s Dock)...	Ton.	0	12	0
Do. (on the North of the P.& O. Co.'s Dock)...	Dó.	1	0	0
Coffee (in Bags)	Do.	1	8	0
Coir	In bundles of cwt.	0	1	0
Copper and Yellow Metal (in Cases) ...	Ton.	1	12	0
Do. do. (in Cakes or Slabs)...	Do.	1	6	0
Copra	Bag.	0	1	0
Do.	Robbin.	0	2	0
Copperas or Sulphate of Copper ...	Ton.	1	12	0
Cotton, Full-pressed Bales	Bale.	0	5	0
Do. (Unpressed) in Docras and Half-pressed Bales	Cwt.	0	1	6
Crackers	Case.	0	4	0
Crockery	Cask or Crate.	1	0	0
Dates, dry (in Mats or Bags)	Cwt.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Dates, wet (in Mats or Bags)... ...	Cwt.	0	1	0
Drugs	Bag or Case.	0	5	0
Fishmaws and Sharkfins	Bag.	0	4	0
Flax	Bale.	0	5	0
Flour	Ton.	1	12	0
Fruits, dried (in Bags, &c.)	Cwt.	0	1	0
Ghee...	Dubber.	0	4	0
Ginger, dried	Case or Bag.	0	3	0
Glass, Window	Case.	0	2	0
Grain of all sorts	Bag.	0	1	0
Groundnuts	Do.	0	1	0
Gums (in Bags)	Cwt.	0	1	0
Gunny Bags	Bale.	0	6	0
Do. Bundles (Bundle of 50) ...	Bundle.	0	1	0
Haberdashery and Millinery ...	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Hardware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Hides (in pressed Bales)	Cwt.	0	1	0
Indigo	Case.	0	6	0
Ironmongery (with cranage)... ...	Ton.	1	12	0
Do. (without do.)... ...	Do.	1	4	0
Iron (Loose and in Bundles)... ...	Do.	1	4	0
Do. Pig	Do.	1	0	0
Jaghery	Bag.	0	1	0
Jute	Bale.	0	5	0
Lashings	Do.	0	5	0
Lead Sheets	Ton.	1	12	0
Lead, Pig	Do.	1	4	0
Mace...	Case.	0	3	0

ARTICLES.	How Charged.	Rs.	a.	p.
Machinery (weight or measurement as per Bill of Lading)	In pieces under a ton, per ton.	1	12	0
Marble Slabs	Do.	2	0	0
Matches	Case.	0	5	0
Mats of sorts...	Cwt.	0	1	0
Medicine	Case.	0	5	0
Millinery and Haberdashery	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Nuts of sorts (in Bags)	Cwt.	0	1	0
Nutmegs (in Bags or Cases)	Do.	0	1	0
Oils (in Casks)	Ton.	2	0	0
Oil (Kerosine)	Case.	0	1	0
Oilmanstores...	Large Case.	0	3	0
Do.	Small do.	0	1	0
Paper	Bale or Case.	0	5	0
Do. China	Do.	0	3	0
Paint (in Oil)...	Ton.	2	8	0
Pepper (in Bags)	Cwt.	0	1	0
Pianos	Each.	5	0	0
Piece Goods from Europe	Ball or Case.	0	5	0
Porter and Beer	Hogshead.	0	8	0
Quicksilver	Bottle.	0	3	0
Red Lead	Ton.	1	12	0
Rice	Bag not exceeding 1½ Cwt.	0	1	0
Rope (with cranage)	Ton.	2	0	0
Do. (without do.)	Do.	1	8	0
Saffron	Case.	0	5	0
Safflower	Bag.	0	2	0
Saltpetre (in Bags)	Cwt.	0	1	0
Seeds, in Bags	Do.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Sharkfins and Fishmaws	Bag.	0	4	0
Shells (Mother-o'-Pearl), in Bags ...	Cwt.	0	1	0
Shellac	Case.	0	4	0
Silk, China	Bale.	0	6	0
Do. Pieces	Case.	0	6	0
Skins, Goat (in Bales or Bundles) ...	Cwt.	0	1	0
Spelter	Ton.	1	4	0
Spices, in Bags or Cases	Cwt.	0	1	0
Spirits, Wine and Beer, per dozen Quarts or 2 dozen Pints	Dozen.	0	1	0
Stationery	Package.	0	5	0
Steel (in Kegs and Loose)...	Ton.	1	4	0
Sugar	Bag not exceeding 1½ cwt.	0	1	3
Sulphur	Ton.	1	12	0
Tallow	Cask.	0	5	0
Tea	Half Chest.	0	1	0
Do.	Whole do.	0	2	0
*Tiles (Roofing and Flooring)	Ton.	1	4	0
Timber, Logs and Squares	Ton of 50 C. Feet.	1	4	0
Do. Scantlings, Shingles, &c. ...	Do.	1	8	0
Tin Plates (in Boxes)	Ton.	1	4	0
Tobacco	Case.	0	4	0
Turmeric	Bag.	0	1	0
Tusks, Elephant	Bundle.	0	6	0
Do. do.	Piece,	0	2	0
Twist or Yarn	Bale.	0	5	0
Umbrellas	Case.	0	5	0
Vermilion	Do.	0	4	0
Wine and other Liquors	Hogshead.	0	10	0

* Sanctioned at the Annual General Meeting of the Chamber held on 13th January, 1886.

Articles.	How Charged.	Rs.	a.	p.
Wine and other Liquors	Quarter-Cask.	0	5	0
Wool, Pressed	Bale.	0	5	0
Do. Unpressed	Bora.	0	8	0
Yellow Metal and Copper (in Cases)...	Ton.	1	12	0
Do. do. do. (in Cakes & Slabs)...	Do.	1	6	0

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE AND MEASUREMENT RULES FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.	ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....	Dates, wet	20	.....
Alum, in ditto	20	.....	,, dry	16	.....
Aniseed, in bags	8	.....	Dholl	20	.....
Arrowroot, in cases	.....	50	Elephant's Teeth, in bulk	20	.....
Arsenic, in bags or cases	20	.....	Furniture	.....	50
Assafœtida, in bags and boxes	20	...	Garlic and Onions	12	.....
Apparel, in boxes	.....	50	Ginger	16	.....
Bark, in bags	8	.....	Gram	20	.....
Bees' Wax	20	gross.	Gums, in cases	.....	50
Barilla	20	.....			50
Betel-nut	20	.....	Gunny Bags and Guany Cloth	.....	not exceeding 2210 lbs. gross.
Books	.....	50			
Borax	20	.....			
Bran	14	.....			
Brimstone	20	.....	Gunjah	.....	50
Bullion	at per	cent.			
Cake-lac, in bags	16	.....	Hemp	5 bales not exceeding.	52
Camphor, in cases.	.....	50			
Cardamoms, in robbins	8	.....	Hides, Buffalo or Cow, cured	14 gross.	
Cardamoms, in boxes	.....	50	Hoofs, Horn Shavings and Tips	20	.....
Cassia, in boxes	.....	50	Horns, Cow, Buffalo, or Deer	20	.....
,, bags	12	.....			
Castor Seed	15	.....			
Chillies (dry), in bags	8	.....	India Rubber, in bags	16	.....
China Root, in bags	11	.....	,, cases	.....	50
,, boxes	.....	50	Indigo	.....	50
Chiretta, in bales	16	50	Iron	20	.....
Churrah	14	.....			
Cigars	.....	50	Jute	5 bales not exceeding	52
Cloves, in bags	8	.....	Jute Cuttings	5 bales not exceeding	52
,, boxes	.....	50			
Coals	20	.....			
Cochineal	.....	50	Lac Dye	.....	50
Coffee, in bags	18	.....	Lard	20 gross.	
,, casks	16	.....	Linseed	20	.....
Coral, rough	20	.....			
Coir, loose and unscrewed	12	.....	Mace	.....	50
Coir, in dholls	10	.....	Machinery	20	.....
Copras, or Cocoanut Kernel	14	.....	Metals	20	.....
Coriander Seed	12	.....	Mathie Seed	18	.....
Cotton, in bales	Actual measurement at	50	Myrabolams	16	.....
			Molasses	2 puncheons or 4 hhds.	
			Mother-o'Pearl, in bags	20	.....
			,, chests	20	.....
			Mowrah Flowers	20 cwt.	
Cowries	20	.....	Mowrah Seed	20	,,
Cummin Seed	8	.....	Munjeet	.....	50
,, Black.	8	.....	Mustard or Rape Seed	20	.....
Cutch, in bags	18	.....	Niger Seed	20	.....
Cutch, in cases	.....	50 not exceeding 20 cwt. gross.	Nutmegs, in cases or casks	.....	50
			Nux Vomica	16	.....

TONNAGE SCHEDULE AND MEASUREMENT RULES FOR THE PORT OF CALCUTTA—(*contd*).

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.	ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Oats	16	.....	Sealing Wax, in cases	.....	50
Oil, in cases ...	.....	50	Seed-lac, in cases.	.....	50
,, casks ...	4 hhds.		,, bags ...	16	.....
Oil-Seed Cake ...	20	.....	Senna	.....	50
Opium	per chest.		Shells, rough, in bags	20	.....
Paddy	16	.....	Shell-lac, in cases.	.....	50
Palmatine, in bags.	16	.....	,, bags..	16	.....
Peas	20	.....	Silk Chussum ...	.....	50
Pepper, Long ..	12	.....	,, Waste ...	.....	50
,, Black ...	14	.....	Silk Piece-Goods...	.....	50
Planks and Deals.	.....	50	Skins	14 gross.	
Poppy Seed... ...	20	.....	Soap, country, in cases..	.....	50
Putchuck	10	.....	,, bags...	15	.....
Rags	.....	50	,, bar ...	20	.....
Raw Silk, in bales.	10	.....	Stick Lac, in cases.	.....	50
Rattans, for dunnage	20	.....	,, bags.	16	.....
Red Wood, ditto ...	20	.....	Sugar	20	.....
Rhea...	5 bales not exceeding	52	Tallow, in cases or casks	20 gross.	
Rice	20	.....	Talc	20	.....
Rope, in coils ...	.....	50	Tamarinds, in cases or casks ...	20 gross.	
Rope, Lines and Twines, in bundles	16	.....	Tapioca	.....	50
Rum, in casks ..	2 puncheons or 4 hhds		Tea	.....	50
Safflower	5 bales not exceeding.	52	Teel Seed	20	.....
Sago, in cases ...	.....	50	Timber, round ...	.....	40
Sal-ammoniac in bags	20	.....	,, squared ...	.....	50
Sal-ammoniac, in boxes	20 gross.		Tincal	20	.....
Saltpetre	20	.....	Tobacco, in bales...	5 bales not exceeding	52
Salt	20	.....	Tortoise Shells, in chests	.....	50
Sapan Wood, for dunnage	20	.....	Turmeric	16	.....
			Wheat	20	.....
			Wool...	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 *to* 400 *lbs.*

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

S. E. J. CLARKE, *Secretary.*

31*st January*, 1889.

BENGAL CHAMBER OF COMMERCE.

At a Special General Meeting of the Chamber, held on the 4th of October 1883, the following Resolution was adopted :—

"*That Rule I under the Chamber's Tonnage Schedule be altered as follows, in accordance with the Resolutions proposed and adopted by the mercantile community at their Meeting on the 3rd July* 1883, *and in accordance with the notice issued by the Chamber of Commerce on the 4th July* 1883, *under Rule* 23 *of the Chamber*," viz. :—

1.—That where freight is payable by measurement, measurement be by sworn measurers, to be placed under the direction of the Bengal Chamber of Commerce.

2.—That measurement be taken at place of shipment, *i. e.*, exporting wharf, jetty or press-house, where adjacent to place of shipment, at measuring Superintendent's discretion, but only whilst the bales are actually being removed in course of shipments.

3.—That such measurement be final.

4.—That in cases of shut-out cargo, or cargo transferred from one vessel to another, original measurements to hold good.

5.—But that any cargo re-landed be re-measured.

6.—That measurement be taken at the largest part of the bale, inside the lashing on the one side, and outside on the other.

7.—That the measurement of jute shipped without measurement shall be entirely at shipper's risk, and that measurement be a matter of special arrangement between the shippers and ship. Further, that all expenses connected with the measurement thereof, be payable by the shippers.

8.—That all cotton and other baled cargo arriving at the East Indian Railway Company's terminus at Howrah, for shipment direct by boat, be measured by the sworn measurers in the Railway Company's sheds, while being removed in actual course of shipment.

9.—That all baled cargo pressed at, or exported from, any of the press-houses, to which a sworn measurer may be attached, be treated in the manner as jute, and as provided for in the 2nd Resolution.

10.—That gunny bales packed at, or exported from, mills within the limits of the port, be also measured as described in the 2nd Resolution.

11.—That gunny bales or other cargo exported by boat direct from outside the limits of the port, be measured by the sworn measurers on the deck of the ship or alongside, but it shall be optional with outside mills and press-houses to make arrangements with the Managing Committee, on such terms as may be mutually agreed on, for the attendance of sworn measurers, at their ordinary shipping wharves for measurements in accordance with Rule 2.

12.—That all baled, cased, or other cargo not provided for in any of the foregoing Resolutions, and which at present is measured on this side, under any of the tonnage schedules now in use in the port, or which may require to be measured on this side, by a special arrangement made between shippers and ship, that all such cargo be measured on the Custom House wharf (if for export by boat) or in the jetty sheds (if for shipment through the jetties) by the sworn measurers.

13.—That for the present the sworn measurers to be appointed to carry out this scheme, be placed under the direction of a representative Committee, to be nominated by the Committee of the Chamber of Commerce.

14.—That the charge for measurement be defrayed by the ship.

At a Special General Meeting of the Chamber, held on the 29th November 1883, it was resolved—

That for Gunny Bags and Gunny Cloth the ton shall be 50 cubic feet not exceeding 2,240 lbs. "*gross.*"

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*" :—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, and all Metals.

S. E. J. CLARKE, *Secretary.*

CALCUTTA, 31*st January* 1889.

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet
Ditto	Bags	16 Cwts Nett
Bees, Wax	Cases	50 Cubic feet
Ditto	Bags	16 Cwts Nett
Betel Nut	Do. or Mats	16 do. „
Blackwood	In square Logs	50 Cubic feet
Blackwood otherwise	Do. do.	20 Cwts Nett
Cardamoms	Robbins	10 do. „
Ditto	Bags	10 do. „
Ditto	Cases	50 Cubic feet
Cassia	Bales	800 lbs. Nett } 50 Cubic feet.
Cinnamon	Do.	800 „ „ }
Ditto	Cases	50 Cubic feet
Cocoanut Oil	Casks	210 Imp. Gal. of 9¼ lbs. Nett
Coculus Indicus	Robbins	14 Cwts. Nett
Ditto	Bags	16 do. „
Coffee	Casks	16 do. „
Ditto	Bags	18 do. „
Ditto	Cases	50 Cubic feet
Coir Yarn and Fibre	Pressed Bales	50 do. „
Ditto	Bundles	8 Cwts Nett
Ditto	Dholls not exceeding 4 lbs.	10 do. „
Coir Matting	Rolls	50 Cubic feet ½ allowed off for the round
Coir Rope	Coils	10 Cwts Nett
Coir Junk	Pieces	12 do. „
Copprah	Robbins	10 do. „
Ditto	In Pressed Bales	50 Cubic feet
Ditto	Bulk	12 Cwts. Nett
Ditto	Bags	12 do. „
Ditto	Do. each cup cut in 4 pieces	14 do. „
Cotton	Pressed Bales	50 Cubic feet
Cowries	Bags or Cases	20 Cwts Nett
Cutch	Cases	50 Cubic feet
Ditto	Bags or Baskets	16 Cwts. Nett unscrewed
Cinchona	Bales	50 Cubic feet
Elephant's Teeth	Cases	50 do. „
Ditto	Bundles	18 Cwts. Nett
Ditto	Loose	20 do. „
Fish Oil	Casks	210 Imp. Gal. of 9¼ lbs. Nett.
Ginger	Cases	50 Cubic feet
Ditto	Bags	12 Cwts. Nett
Ditto	Casks	8 do. „
Gingelly Seed	Bags	20 do. „
Gums of all kinds	Cases	50 Cubic feet
Hemp	Screwed Bales	50 do. „
Hides	Unpressed	12 Cwts. Nett
Ditto Green	Do.	20 do. „
Ditto Dry	Bales	50 Cubic feet
Horns, Buffalo and Cow	Loose	16 Cwts. Ne
Ditto Deer	Do.	12 do. „
Lemon Grass Oil	Cases	50 Cubic feet
Ditto	Drums	50 do. „
Linseed	Bags	18 Cwts. Nett
Myrabolams	Bags	16 do. „
Nux Vomica	Robbins	14 do. „
Ditto	Bags	16 do. „
Nutmegs	Cases	50 Cubic fee
Oil Seeds	Bags	17 Cwts. Nett
Other Oils	Tanks	50 Cubic feet

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Pepper	Bags	16 Cwts. Nett
Ditto	Robbins	14 do. „
Plumbago	Bags or Barrels	20 do. „
Poonac	Bundles or Bales	20 do. „
Rice	Bags	20 do. „
Saltpetre	Do.	20 do. „
Sandal and Sapan Wood.	... ...	20 do. „
Sandalwood Roots... ...	Do. or Bundles	10 do. „
Ditto	Loose	15 do. „
Sugar	Bags	20 do. „
Tallow	Casks and Cases	18 do. „
Tea	Chests	50 Cubic feet
Timber (all kinds) square logs or Planks	... ...	50 do. „
Ditto Round logs ...	... ...	50 do. „
Ditto otherwise	... ...	20 Cwts. Nett
Turmeric	Bags	14 do. „
Wheat	Bags	20 do. „
Ditto	Mooras	18 do. „

Coir Junk, Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lb. Gross to be taken as broken stowage at half freight.

All goods shipped by measurement to be measured before shipment and the cubic contents entered on the face of the Bill of Lading. In measuring, the Callipers are to take in the rope or iron on the one side of the Bale and leave it out on the other, half Inch to be given and taken alternately; and that in any cases of dispute as to measurements the Master Attendant be requested to measure the disputed package; and that his decision shall be considered final. The party found to be in error shall pay a fee of Rs. 15.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags ...	20	...
Do. in boxes ...	20	...
Alum...	20	...
Aniseed	8	...
Arrow-root, in cases	...	50
Assafœtida, in bags.	20	..
Do. in boxes	20	...
Apparel	...	50
Bark, in bags ...	8	...
Barrilla	20	...
Bees' Wax	20	...
Betel-nut	18	...
Books	...	50
Borax or Tincal ...	20	...
Do. in cases ...	...	50
Brimstone	20	...
Bullion	at per cent.	
Cake Lac, in Bags...	16	...
Camphor, in cases...	...	50
Cardamoms, in robbins...	8	...
Do. in boxes	...	50
Do. in bags..	10	...
Cassia, all sorts ...	..	50
Castor Seed... ...	15	...
Chillies, in bags ...	12	...
Do. in robbins..	14	...
China root, in bags.	11	...
Do. in boxes	...	50
Chirotta	...	50
Cigars	...	50
Cloves, in bags ...	8	...
Do. in chests ...	...	50
Coals...	20	...
Cochineal	...	50
Coffee, in bags ...	18	...
Do. in robbins and casks.	16	...
Do. in cases ...	17	...
Coir Yarn and Fibre screwed bales.	...	50
Do. in bundles and dholls...	10	...
Coriander Seeds ...	12	...
Cotton, in bales ...	...	50
Do. in Piece Goods...	...	50
Cowries	20	...
Cutch, in bags ...	17	...
Dates, wet	20	...
Do. dry	16	...
Dholl	20	..

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Elephants' Teeth, in bulk...	16	...
Do. in cases...	...	50
Fennigarick Seeds...	16	...
Furniture... ...	...	50
Garlic and Onions	12	...
Ginger, in bags or bales...	12	...
Do. in cases ...	...	50
Gingelly Seed ..	17	...
Gram	20	...
Ground Nuts, in shell...	12	...
Do. shelled ...	16	...
Gums, in cases, not enumerated.	...	50
Gunny Bags ...	...	50
Do. Cloth ...	...	50
Gunjah	...	50
Hemp, in bales ...	...	50
Hides	...	50
Hoofs, Horn Shavings, and Tips...	20	...
Horns, Cow and Buffalo...	20	...
Do. Deer ...	16	...
Indigo	...	50
Jute, in bales	..	50
Lac Dye	...	50
Lard	...	50
Linseed	18	...
Mace, in cases ...	...	50
Machinery ...	20	...
Metals	20	...
Myrabolams ...	17	...
Molasses	20	...
Mother O'Pearl, in bags..	20	...
Do. in chests	20	...
Munjeet	...	50
Mustard Seed ...	18	...
Niger Seed ...	17	...
Nutmegs, in Chests	...	50
Nux Vomica, in bags or cases ...	16	...
Oats...	12	...
Oil, in cases ...	20	...
„ in casks ..210 Imp. Gallons.		
Oliabanum ...	18	...
Paddy, in bags ...	15	...
Pease	20	...
Paper, in bags ...	16	...
Planks and Deals.	...	50
Poppy Seeds ...	15	...
Putchuck... ...	10	...

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rape Seed ...	18	...
Raw Silk, in Bales	10	...
Rattans	20	...
Redwood for Dunnage	20	...
Rhea, in bales ...	...	50
Rice, in bags ...	20	...
Roping, in coils ...	...	50
Do. lines and twines, in bundles	14	...
Do. coir, in coils...	10	...
Rum, in casks 210 Imp Gallons.		
Safflower, in bales	...	50
Sago, in cases ...	...	50
Sal Ammoniac, in bags	15	...
Do. in cases ..	...	50
Saltpetre	20	...
Salt	20	...
Sapan Wood ...	20	...
Shark's Fins ...	16	...
Sealing Wax, in cases	...	50
Seed Lac, in cases	...	50
Do. in bags ...	16	...
Senna, in bales...	...	50
Sarsaparilla ...	...	50
Shells, rough, in bags	20	...
Shell Lac, in cases	...	50
Do. in bags ...	16	...
Silk Piece Goods...	...	50
Skins	...	50
Soap, country, in cases.	...	50
Do. in bags.	15	...
Do. in bars..	20	...
Stick Lac, in cases.	..	50
Do. in bags.	16	...
Sugar, including Jaggery in bags..	20	...
Tallow, cases or casks	20	...
Talc	20	...
Tamarind, in cases or casks	20	...
Tapioca	...	50
Tea, in chests ...	...	50
Timber	...	50
Tobacco, in bales ..	...	50
Tortoiseshell, in chests	...	50
Turmeric, in bags.	14	..
Wheat	20	...
Wool, in bales ...	...	50
All other articles not enumerated, in bales or cases..	...	50

RULE.

Coir, in Bales.
Cotton.
Gunjah.
Hemp.
Jute.
Munjeet.
Senna Leaf.
Wool.
Sarsaparilla.

The articles mentioned in the margin are to be measured before shipment, at the Press, Godown, or on the Beach, at the option of the Shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the Callipers are to take in the Rope, or Iron Hoop, on the one side of the Bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten Bales per Cent. as a maximum are to be measured, moiety to be chosen by the Shipper and moiety by the ship; and, in the event of any dispute arising, the Bales are to be measured by a Surveyor, to be appointed by the Chamber of Commerce. The Surveyor's decision to be final, and his Fee to be Five Rupees, one half to be borne by each party. All other Goods to be measured at Port of Discharge.

J. A. BOYSON,

Chairman of the Chamber of Commerce.

MADRAS, 14*th February*, 1890.

KURRACHEE CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight, except in the case of Salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the net weight delivered.

5. When cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

TONNAGE SCALE.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 ,,
Annato, in cases	40 feet.	50 feet.
Apparel	40 ,,	50 ,,
Arrowroot, in cases	40 ,,	50 ,,
Assafœtida, in cases	40 ,,	50 ,,
Bajree, in bags...	18 cwt.	20 cwt.
Barilla	16 ,,	20 ,,
Barley in bags	15 ,,	18 ,,

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone meal and Bone dust	18 ,,	20 ,,
Bones, crushed, in Bags	15 ,,	20 ,,
Bones, loose	8 ,,	10 ,,
Books	40 feet.	50 feet.
Borax, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
*Bran, in bags (pressed)	10 ,,	.....
Bran, in bags (unpressed)	9 ,,	.....
Buffalo horns, in bundles	6 ,,	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds... ...	40 ,,	50 ,,
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 ,,	50 ,,
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 ,,	50 ,,
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	20 ,,	20 ,,
Cocoa, in bags	10 ,,	12 ,,
Coculus Indicus, in bags	13 ,,	16 ,,

* NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½×25 inches.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee, in cases...	40 feet.	50 feet.
Do. in bags or frazils	12 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 ,,
Colocynth, in cases	40 ,,	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robins	8 ,,	12 ,,
Do. in bags	.....	12 ,,
Do. cut in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags ...	16 ,,	20 cwt.
Cotton Seed	13 ,,	14 ,,
Do. in bales...	40 feet.	50 feet.
Cowries, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 ,,	12 ,,
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets unscrewed.	13 cwt.	16 cwt.
Dates, wet	16 ,,	20 ,,
Do. dry	13 ,,	16 ,,
Dhall, crushed or split, in bags	17 ,,	20 ,,
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 ,,	50 ,,
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases...	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 ,,	20 ,,
Fennel Seed	10 ,,	.....

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fenugreek or Methey seed	17 cwt.	.....
Fishmaws (or Isinglass), in case... ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or sharp, in bags ...	12 ,,	.. ..
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 ,,	16 ,,
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 ,,	15 cwt.
Ginger, dry, in cases...	40 ,,	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 ,,	20 ,,
Groundnuts, shelled	13 ,,	16 ,,
Do. unshelled	6 ,,	8 ,,
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 ,,	50 ,,
Do. loose or in bundles	5 cwt.	7 cwt.
Hides and skins, in screwed bales ...	40 feet.	50 feet.
Do. loose and in small bundles	40 ,,	12 cwt.
Horns, Buffallo and Cow, loose ...	13 cwt.	16 ,,
Do. Deer, loose	6 ,,	8 ,,
Horn Tips, of any kind and hoofs ...	13 ,,	16 ,,
Indigo, in cases	40 feet.	50 feet
Iron, old or scrap	20 cwt.	.....
Iron or steel rails	20 ,,	.....
Jackwood	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jaggery	18 cwt.	.....
Jowaree, in bags.	18 „	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lac (seed) in bags	13 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, or Dhall	17 „	20 „
Linseed, in bags	16 „	18 „
Mace, in case	40 feet.	50 feet.
Maize, in bags	18 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	20 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. in bundles or bags ...	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	18 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabolams, in bags	13 „	16 „
Niger Seed	14 „	
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 „	50 „
Do. in bags...	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Impl. gls.
Oilcake in cakes or lumps (in bags) ...	16 cwt.	.....
Oil Seeds—		
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	.....

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Rape Seed, Sita, Jamba, and other kinds...	16 cwt.	.....
Muster Seed ...	16 ,,	.....
Khorassan ...	16 ,,	.....
Opium	per chest.	per chest.
Paddy, in bags...	13 cwt.	16 cwt.
Pepper, in bags...	13 ,,	16 ,,
Pimento ...	12 ,,	14 ,,
Plumbago, in bags	16 ,,	20 ,,
Poppy Seed in single bags (1½ cwt.)	13 ,,	16 ,,
Do. do. (1¼ cwt.)	14 ,,	17 ,,
Do. double bags (1¼ cwt.)	14 ,,	17 ,,
Do. in bags (1½ cwt.)	14 ,,	17 ,,
Rails, iron or steel	20 ,,	.....
Rattans, in bundles	13 ,,	16 cwt.
Do. Ground	13 ,,	16 ,,
Red Wood	13 ,,	16 ,,
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 ,,	50 ,,
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 ,,	50 ,,
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82 2/7 lbs.	28 Indian maunds of 82 2/7 lbs.
Salt Fish..	14 cwt.	14 cwt.
Saltpetre...	20 ,,	20 ,,
Sandal and Sapan Wood	11 ,,	16 ,,

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 ,,	10 ,,
Silk, in cases	40 feet.	50 feet.
Soap, in cases	40 ,,	50 ,,
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 ,,	20 ,,
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 ,,	10 ,,
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 ,,	50 feet.
Timber, Teak, Square Blanks and Poon.	40 ,,	50 ,,
Timber, Teak, Round, (one fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 ,,	50 ,,
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 ,,	20 ,,
Unrated Wood...	11 ,,	14 ,,
Whanghees (*vide* canes)	13 ,,	16 ,,
Wheat	18 ,,	20 ,,
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 ,,	50 ,,
Wool, in screwed bales	40 ,,	50 ,,
Zedory	16 cwt.	20 cwt.

CUSTOM OF THE PORT (KARACHI.)

CUSTOMARY DISCHARGE OF CARGO FROM STEAMERS.

Resolution passed at the Annual General Meeting of the Chamber on 8th May 1893.

That the following alteration in the ruling of the Chamber as to what constitutes a customary day's work for steamers discharging at this port, be made, *viz.* :—

	Fair Season.	Monsoon Season.
For steamers discharging in the stream,		
4 hatches, per working day...	225 Tons.	200 Tons.
5 do. do.	275 ,,	250 ,,
	Any time of the year.	
For steamers discharging at the Wharves,		
4 hatches, per working day... ...	350 Tons.	
5 do. do.	400 ,,	

FREIGHT INWARDS.

PAYABLE IN KARACHI.

The conversion into Indian Currency of Sterling freight inward to Karachi, payable in Karachi, shall unless otherwise stipulated be made at the rate for Bank Bills on London payable on demand; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

PAYABLE IN KARACHI.

Resolution passed at a General Meeting of the Chamber on 14th March 1883.

That Difference of freight Outward from Karachi stated in sterling payable in Karachi (in absence of any stipulation on the Shipping Order or Charter Party to the contrary) shall be converted into Indian currency at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a Mail day, shall be the rate applicable to such purpose during the subsequent week, 4½ per cent. as customary in the case of sailing Ships, and 2½ for Steamers, being allowed as discount to cover cost of insurance and interest, until the due date of the Freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows :—

That shut-out goods be in future charged half Import and half Export fees under the provisions of Rules 3 and 4 published under the Wharfage Fees Act III. of 1879.

Bombay Port Trust.

BYE-LAWS FOR THE REGULATION AND MANAGEMENT OF THE DOCKS.

Bye-laws for the Regulation and Management of the Docks of the Bombay Port Trust, made under the provisions of Section 73 of Act VI., the "Bombay Port Trust Act" of 1879, and approved by the Government of Bombay under section 74 of the same Act.

1. Before a vessel is brought into the Dock Channel, the Master shall furnish to the Dock Master, and will verify the correctness thereof by his signature, the full information required on the printed form attached (Appendix A), which will be supplied on application, and ordinarily, *i.e.*, except with Mail Steamers, vessels belonging to regular lines, or under other special circumstances, no vessel shall enter the Dock Channel until a permit has been obtained from the Dock Master on the form given in Appendix B. The entire responsibility for any accident whatever, which may result from inaccurate or incorrect information having been furnished, will, in addition to the prescribed penalty, devolve upon the Master or Owners of the vessel furnishing it.

2. Masters of vessels shall obey all directions of the Dock Officers in relation to the rotation and manner of navigating the Dock Channels and of coming into or going out of Dock, and shall not offer any obstruction to the opening or shutting of gates; and no person shall open or shut, or attempt to open or shut, any Dock Gate, Sluice or Valve, nor any Swing Bridge, without the authority of the Dock Officers.

3. No vessels shall attempt to navigate under sail within the Dock Channel or Entrances, but steam power will be employed, and steam vessels should have their engines in readiness and available for this purpose, supplemented by a Tug if required. In the event of efficient steam power not being provided by the Master or Owners, or when necessary, the Dock Master is authorized to employ the Trustees' or other available Steam Tug for duties in connexion with vessels docking, undocking, or navigating the Channel, and the Master or Owners of the vessels will be charged at a fixed rate for the use thereof.

4. Vessels on entering the Dock Channel shall have a boat with four men in attendance for running out lines to the Pier Heads for hauling into Dock, and shall have in readiness, and supply for use, such (steel wire or other) hawsers as may be required, also guy lines, of at least 30 fathoms in length for each bow and quarter, and such other ropes, lines, and fenders, &c., as may be necessary to facilitate and to protect the vessel from injury whilst hauling into or out of Dock, and failing these being provided by the vessel the same may be supplied by the Dock Master, and a fee of Rs. 30 shall be paid by the Master or Owners for the use thereof. In the latter case, although endeavours will be made to provide efficient ropes, hawsers, &c., for this purpose, the Trustees or their Officers will not be responsible for accidents resulting in damage to the vessel from their proving defective or inefficient or from their breaking whilst in use.

5. Vessels shall have their lower yards peaked when hauling into or out of the Docks, or when navigating the Dock Channels, or removing from one part of the Dock to another, or when lying therein; the spritsail yard or whiskers shall be fore and aft, and all other yards braced within the beam; the jib-boom is to be run in within three feet from the bowsprit cap; the flying jib-boom, studding sail booms, and irons (if any) are to be taken off; the main or mizen-boom and stern davits are to be rigged within the taffrail; the quarter davits and bumpkins rigged in within the beam of the vessel; and the flukes of the anchors are to be above water; and immediately after having been brought into Dock the anchors shall be got in on the forecastle rail or deck, with the stocks placed in a vertical position close to the cat-head; or else, should any anchor be carried man-o'-war fashion with the pea projecting outside the covering board, the anchor must be provided, as a safeguard against accidents, with a strong piece of wood fixed diagonally from where the stock of the anchor joins the shank to the outer pea, so as to prevent the fluke forming a hook, and any accident resulting from the want of this provision will be at the special risk of the Master or Owner of the vessel.

6. All exhaust steam or water from winches or other machines on board vessels in the Docks must be led down the side of the ship to below coping by a hose or other effective appliance.

7. Masters or Owners shall employ and have in readiness a sufficient number of riggers, labourers, appliances, &c., on board and on shore for working vessels in, out of, and about the Channels, Entrances, and Docks; failing this being done, or whenever necessary, the Dock Officers may employ such number of quantity of either or all of them as may be necessary, at the risk and expense of the Master or Owners.

8. Masters or other persons in charge of vessels in the Harbour near the entrance to the Dock Channel, or in the fairway of the Channel, or near the Dock Entrances, shall remove the vessels when required to do so by the Dock Officers, and in the event of their failing to do so promptly, the removal may be effected under the orders of the Dock Officers; the expense in the latter case shall, in addition to the prescribed penalty, be paid by such Masters of vessels.

WITH RESPECT TO THE MANAGEMENT OF THE DOCKS AND QUAYS.

9. Agents, Charterers or Masters of vessels shall send to the Dock Superintendent's Office separate written application for each vessel desiring to enter the Dock, stating vessel's name, and whether laden with coal, or other cargo, or in ballast.

10. Steamers bringing import general cargoes or State Railway stores desirous to discharge on the Dock wharf shall get preference over all other vessels waiting for berths even without previous application, and shall be assigned earliest berths after arrival. Steamers belonging to regular lines may, under special agreement, have berths reserved for them called preferential berths.

11. A vessel lying in Dock without cargo waiting for charter or cargo, and not working, must give up her berth if required to a working vessel.

12. A vessel which may have remained in the Dock idle for five days may be ordered out of Dock by the Superintendent, should the space she occupies, whether next to the quay or not, be required.

13. Should a vessel in three weather working days load less than 500 tons, she will be liable to have to give up her berth to a working vessel.

14. Should a vessel in eight days load less than 2,000 tons, she will be liable to be ordered out of Dock.

15. A preferential use of cranes will be given for discharge of import cargo.

16. Trucks not removed beyond the Dock fence as soon as loaded will be liable to be removed by the Dock authorities at the risk and expense of the owners of the goods.

17. A vessel having discharged imports shall have the right to remain in her berth to load, only if the spaces emptied by discharge are at once filled with exports. Any delay in doing this will cause a vessel to forfeit her right to remain in her unloading berth, and if thus moved she shall take her turn for a fresh berth with vessels that may enter the Dock only to load.

18. In the case of vessels arriving in ballast, the Port Officer shall furnish the Dock Superintendent with a daily return of the arrival and hour of anchoring of such vessels, and the Pilot's return to the Port Officer on these points shall decide the order in which such vessels shall obtain berths in the Dock, provided that application for a berth has been made previous to or on arrival.

19. Steamers arriving coal-laden and intending to load in Dock shall be allowed to enter the Dock whenever they have discharged not less than 87½ per cent. of their cargo. They shall be allowed to discharge the remaining 12½ per cent. of their cargo in Dock overside into boats on payment of the usual charges. Masters shall furnish to the Dock Superintendent, through their agents, certificates of date and hour when 87½ per cent. of their cargo has been discharged, and the Dock Superintendent shall have the right to verify the correctness of the certificate by examination of boat notes, or otherwise, as he may think fit. Time of discharge of 87½ per cent. of her cargo shall decide the turn a vessel is to take, always provided that she has previously applied for a berth.

20. No berth shall be named or shed set aside for any vessel until she is reported ready to enter the Dock, when, if a berth is available, the Dock Superintendent will inform the Dock Master, who, in his turn, will intimate to the vessel the berth assigned, and will arrange for docking her.

21. No vessel shall be entitled to a berth until one has been specially allotted at the Dock Master's Office.

21A. If the Dock Superintendent considers that there is good reason why a vessel should not be admitted into the Dock, he may refer the question to the Chairman, and, pending the Chairman's decision, he may refuse to allot a berth.

22. Stage or pontoon berths shall be used when practicable, and when the necessary quay space can be made available.

23. The "Ibis" wharf shall be considered a loading berth, and a vessel so berthed shall haul off when packages weighing over 1½ tons require to be discharged there from any other vessel.

24. Vessels loading by stage, or by pontoon, or at the "Ibis" wharf, shall get full quay side berth in turn, when one becomes vacant in preference to other vessels that have not entered the Dock.

25. Whenever it is desirable to allow a vessel not entitled to a preferential berth to occupy such a berth until required by a vessel having a right to it, this may be done, the Dock Superintendent taking from the Captain, Agent, or Charterer, who may apply for the berth, a written agreement to remove from the shed or quay of the berth previously occupied to that of the new berth such cargo as may have been brought down for the vessel more than one day before the transfer of the vessel from one berth to another, such removal being at the cost and risk of the Captain, Agent or Charterer, who applies for the berth. Should the removal not be effected at once, the Dock Superintendent shall have power to carry it out, recovering the cost from the Captain, Agent or Charterer, as the case may be. The Trustees shall remove free of charge to the new shed or quay such cargo as may have been brought for the vessel not more than one day before the transfer to the new berth.

26. All vessels while in Dock are in the charge of the Masters and owners, and it is the duty of the Master, Officers, and Crew to transport their respective vessels with their own warps and appliances under their own responsibility to or from any part of the Dock, and to see that all gangways are securely placed, and that all hatches are covered and secured to guard the safety of life and property at sunset or when not in use, for which the Ship's Officers are alone responsible.

26A. Between sunset and sunrise two lights in properly secured lanterns shall be exhibited at the gangway of every vessel having a quay side berth in Dock. One light to be fixed at the ship end of the gangway and one at the quay end of the said gangway.

27. On a vessel entering the Dock, the Berth to be occupied will be pointed out by the Dock authorities, and the vessel will be placed there by the Master and Crew, the assistance of an Assistant Dock Master or Berthing Master being afforded if requested. The same assistance will also, if requested, be given in the case of a vessel leaving the Dock. It must, though, be distinctly understood that the official so sent to assist does not take any pilotage charge or any responsibility, and is only present to advise as to what appears to him to be the readiest means and use of appliances by which to reach or leave the berth allotted to the vessel.

28. No vessel shall be permitted to enter or leave the Dock or to be moved from one berth to another in Dock unless the Master is on board and in actual command, the only exceptions to this being when the Chief Officer holds a Master's Certificate, or this not being so, in case of the death of the Master, or when, owing to his serious illness, he is unable to perform his duties.

29. Master and Owners of vessels shall obey the directions of, and shall offer no obstruction to, Dock Officers as to the mooring, unmooring, moving or removing any vessel from one part of the Dock to another part; or in regulating the position, loading, and discharging of such vessels, and the Quay space to be occupied by such vessels; and all expenses incurred by Dock Officers in carrying out this enactment shall, in addition to the prescribed penalty, be also paid by such Masters or Owners; but no vessel shall be removed from its berth without the consent of the Dock Master being obtained in writing as to the mode and time of removal.

30. The Dock Superintendent may himself, or through the Dock Master or other officer, direct any vessel to move from one berth in the Dock to another, provided that a vessel having a Quay side berth (unless occupying a preferential berth under the provisions of Bye-law No. 25, or having only one hatch to load up), shall not be shifted to a stage or pontoon berth, and provided that the berth to which such vessel is about to be shifted is vacant. The Trustees shall remove free of charge to the new shed or quay (or in the case of a vessel occupying a stage or pontoon berth into boats alongside as they may decide) such cargo as may have been brought for the vessel before the transfer to the new berth. The Trustees will not be responsible for any necessary delay which may be caused to a vessel in effecting a transfer under this Bye-law or under Bye-law No. 25.

30A. A vessel desiring to discharge coal overside, may be allowed to do so, should the Dock Superintendent be able to allot a berth, where injury is not likely to be done to another ship or to cargo by coal dust, but should, before the whole of the coal is discharged, there be, in the opinion of the Dock Superintendent, a prospect of injury from its dust, the vessel must be removed either to another berth, should one be available, at which injury from coal dust is unlikely, or, out of the Dock, as the Dock Superintendent may direct.

NOTE.—This is to apply not only to ordinary vessels, but to those of lines having preferential berths, and also to those discharging coal under Dock Bye-law No. 19.

31. All vessels in Dock shall be kept so loaded or ballasted as to allow of their being safely removed in the event of fire or other emergency arising.

32. A fair proportion of Quay space, so far as available, shall be appropriated to each vessel, and in case of difference or dispute it shall be determined by the Dock Superintendent.

33. Vessels occupying Quay side berths shall give such facilities for loading and discharging cargo to and from vessels occupying outside berths as the Dock Superintendent may consider reasonable, and the Trustees will not be responsible for delay, demurrage, or otherwise, by reason of overside loading or discharge being impeded by vessels being over-lapped or double banked.

33A. Vessels requiring to carry out repairs in the Wet-Docks may do so when a berth can be made available, on condition that when such berth is required for a working vessel it must be at once vacated for an off-side berth.

34. No ballast, baskets, bottles, oakum, stones, or other loose material shall be laid upon any Quay or Pier within three yards from the maggin of the Dock or Harbour.

34A. No cargo, goods, ballast, ashes or other substance, or rubbish shall be thrown or allowed to fall into the dock channels or dock or from any pier and quay, and if when discharging, unloading, loading or handling cargo from or into any vessel or otherwise, howsoever, any cargo, goods or substance falls as aforesaid, the master of the vessel so discharging, unloading or loading or handling such cargo, goods or substance as aforesaid, as well as the stevedore and ship's officer in charge of the unloading or loading or handling of such cargo, goods or substance, and in any other case the person who for the time being had charge of the said cargo, goods or substance, shall be liable to a penalty in respect thereof not exceeding Rs. 100.

34B. In the event of any such cargo, goods or substance being thrown or allowed to fall as mentioned in the foregoing bye-law, the master of such vessel as aforesaid, and the stevedore and ship's officer in charge or in any other case the person in charge of the said cargo, goods or substance as mentioned in the foregoing bye-law, shall immediately take measures to have the said cargo, goods or substance taken out of the water, and in the event of failure to do so within eighteen (18) hours from the receipt of notice by the Dock Superintendent calling upon any such party or parties to take such steps as aforesaid, the master of the said vessel and the party or parties aforesaid shall be liable to a fine not exceeding Rs. 100, and the Dock Superintendent may remove such cargo, goods and substance at the expense of such defaulting party or parties as aforesaid, and such expenses shall be recovered from such party or parties. In the event of any such cargo, goods or substance being thrown or falling as aforesaid, the master of the said vessel and the party in whose charge the cargo, goods or substance were at the time, shall be responsible for all damage which may occur in consequence.

34C. In the event of any cargo, goods or substance being thrown or allowed to fall as mentioned in the foregoing bye-laws, the master of the vessel as aforesaid and the stevedore and ship's officer in charge of the unloading or loading as aforesaid, and in any other case the person who for the time being had charge of the cargo, goods or substance, shall forthwith give notice of the occurrence and furnish all particulars, connected therewith to the Dock Superintendent.

WITH RESPECT TO THE LOADING AND UNLOADING OF CARGOES, AND THE TRANSPORT, DEPOSIT, AND STORAGE OF GOODS ON THE QUAYS, WHARVES AND PREMISES OF THE DOCKS, AND REMOVAL THEREFROM.

35. No person shall without authority pump or throw into the water or deposit on the Quays, in the Sheds, or in any other part of the Dock enclosure, any ashes, bilge-water, cinders, dirt, dung, dust, rubbish, sewerage, refuse or shavings.

36. Masters of vessels loading or discharging ashes, ballast, bricks, cinders, coals, dust, lime, rubbish, shingle, stones, tiles, or any other loose matter or thing, shall use for such purpose a canvas cloth or wooden shoot, to the satisfaction of the Dock Master. Ashes, cinders, dust and rubbish must be landed on the Quay in such place as may be directed by the Dock Superintendent, and removed by carts. A single wharfage rate will be charged for the first day after landing, and if by that time the ashes, &c., shall not have been removed, they will become the property of the Trust, and the wharfage rate will not be charged. Coals, coke, and other loose materials must not be discharged into cotton or other low-sided boats, but into boats with sides of sufficient height to prevent any of the cargo falling overboard into the Dock.

37. Vessels shall not be repaired in such manner as to allow any cotton or other loose material, or any chips, pieces of wood, or other like material, to fall into any Dock, Basin or Entrance, or without having a canvas shoot or other safeguard so secured from the side as to prevent such cotton, &c., from so falling.

38. No stages, planks, or poles provided by the Trustees for vessels loading or discharging shall be used without a written order from the Dock Superintendent; and when the discharging or loading is completed, they shall be replaced on the Quay as the Dock Superintendent may direct; and all loss or damage thereto shall be made good at the expense of parties using them. All stages, planks or poles not provided by the Trustees after use in discharging or loading shall be removed within two working hours from the Dock Quays.

39. No vessel shall commence discharging her cargo in the Dock until after she has been moored at a berth appointed for her discharge.

40. The Trustees will not take charge of, or be responsible for, any goods discharged from any vessel when the same is not properly berthed according to the Trustees' rules.

41. Masters of vessels about to discharge at the Dock shall not break bulk until a true copy of the Manifest, or the Master's copies of the Bills of Lading have been deposited in the Dock Superintendent's Office. The copies of the Bills of Lading shall be returned after discharge of the inward cargo.

42. Masters of vessels shall not refuse or neglect to produce any book, voucher, or other document in connection with the landing or shipping of cargo.

43. No cargo shall be discharged from a vessel except under the superintendence on board of such vessel of the Master of such vessel or of a licensed Stevedore or Muckadam. Such Master, Stevedore or Muckadam shall see to, and be personally responsible for, the proper slinging of cargo on board of such vessel when discharging.

44. Masters of vessels and the Stevedores or Muckadams, who may be employed on such vessels, shall see and be severally personally responsible, that goods, weighing over 1½ tons, are not hoisted by the ordinary 30 cwt. Dock cranes.

When the Dock cranes are used for lifting anything they must be used alone, no other lifting gear being used in conjunction with them on any lift.

45. No Stevedores or Muckadams shall be allowed to work cargo on board any vessel in the Dock unless they shall bear licenses issued under the authority of the Trustees permitting them to work in the Dock; and the Trustees may, at their pleasure, cancel or suspend for a time any such license. All requisitions on Dock Officials regarding cargo or cranes must be made by the ship's Officers.

46. No license shall be issued to any Stevedore or Muckadam who shall not undertake to employ, and every licensed Stevedore and Muckadam shall employ at least two experienced foremen to superintend the discharging or loading of cargo at each hatchway at which discharging or loading is being carried on, *viz.*, one foreman in the hold who shall look after the coolies and supervise the slinging or unslinging, and who, whenever a vessel is taking in cargo in the between-decks alone, shall see that the between-deck hatchways that are provided with cross beams and fore and aft beams have all such beams fixed in their proper places, and that the hatches are properly put on before commencing work; and the other foreman on deck who shall see that the crane chain is not taken out of

the square of the hatchway, and that the hook does not catch the combings, and who shall also superintend the taking off and putting on the beams and hatches, and shall see that the men keep out of danger on deck and do not stand under the hoist. It shall also be the duty of the foremen, when work is stopped for the day or night, to look round and see that no one has remained in the hold.

47. The Masters of vessels shall be responsible that proper lights are provided in those parts of the ships where work is going on in any way connected directly or indirectly with the use of the Trustees' cranes, wharves, dock, piers, or other property of the Trustees, or when, owing to want of sufficient light, injury might result to life, limb or property from such work being in progress.

48. Stevedores and Muckadams shall be severally personally responsible that no work in any way connected directly or indirectly with the use of the Trustees' cranes, wharves, docks, piers, or other property of the Trustees, be carried on by men employed by them unless proper and sufficient lights are provided.

49. No cargo shall be discharged from, or loaded into, any vessel except under the personal superintendence on shore of a contractor permitted by the Trustees to work cargo on shore, or of an experienced foreman employed by such contractor, or of a servant of the Trustees authorized to work cargo on shore. Such contractor shall be personally responsible for the proper slinging of cargo on shore.

50. No Stevedore, Muckadam, or contractor, or foreman of such Stevedore, Muckadam, or contractor, permitted as aforesaid to superintend the working of cargo, or servant of the Trustees authorized to work cargo on shore, shall allow any goods, whether in bags, bales, boxes, or otherwise, to be slung without himself seeing that the following precautions for safety are first adopted :—

(1) That the sling is first laid down flat without turns or kinks preparatory to receiving the goods.

(2) After the sling has been made up and with the first strain on heaving up that the running loop is well beaten home with a wooden bar so as to make the grip secure.

51. Packages of cargo shall be slung under the hatchway, and under no circumstances whatever shall cranes be employed in breaking out cargo or removing it from under the combings.

52. When discharging iron drainage pipes, or other goods which from their want of description or want of proper distinguishing marks there will be difficulty in delivering correctly to Consignees, the Master of the vessels shall separate before landing, or in the course of landing, the various marks and consignments, failing which the Trustees will either refuse to receive the goods or will charge the cost of sorting.

52A. The Docks Superintendent may prohibit the landing of lifts over 5 tons except by the Dock Cranes if he considers that the Dock traffic will be seriously impeded thereby.

53. Nitro-glycerine, Petroleum, Naphtha, Dynamite, Gunpowder, and other dangerous explosive substances will not be admitted into

the Dock, and any vessel having such explosives on board must discharge them before entry into the Dock.

NOTE.—This Bye-law does not apply to service ammunation, whether for small arms or artillery, embarked or disembarked with troops, or to safety cartridges, safety fuses for blasting, railway fog signals or percussion caps.

53A. Turpentine must not be landed on the Dock wharves, but must be discharged overside into boats; but in cases in which arrangements are made to carry the turpentine direct from the ship to beyond the Dock premises without depositing it in the Docks, the Dock Superintendent may give permission to do so.

54. All vessels using the Dock, before entering and while in Dock, shall secure under lock and key, in suitable cases or magazines in a safe place set apart for that purpose, all combustibles and explosives kept on board for signal purposes only, and no person shall have access thereto unless in the presence of an officer whose duty it shall be to see such place safely locked up again, the key being kept in charge of the commanding or other responsible officer.

55. No dangerous explosive substances will be permitted to be brought on the Dock premises, and the Trustees may remove such goods at the risk and expense of the Owner.

NOTE.—This Bye-law does not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops, or to safety cartridges, safety fuses for blasting, railway fog signals or percussion caps.

56. Masters of vessels shall furnish special notice to the Shed Officers before attempting to land any other packages containing articles or goods liable to ignition or explosion, or which are otherwise dangerous.

57. Acids, Aquafortis, Oil of Vitriol, Lucifer Matches, or other goods of a dangerous nature, shall not be placed on any Quay unless distinctly marked as such outside the package, and even then not without obtaining the written permission of the Dock Officers; and in the event of such goods having been so placed by authority, they shall be removed from the Quays within two hours after notice from the Dock Officers, and, if not so removed, the Dock Officers may remove them at the cost of the owner; and such goods, if allowed to remain within the Dock premises, must be watched continuously by or at the expense of the owners of such goods, or the Master of the vessels; and, failing this being done, the Dock Officers may cause the same to be watched at the Owner's expense.

58. No timber shall be discharged into or loaded in the Docks without the consent of the Dock Master, and if so discharged or loaded by consent shall be removed or loaded within forty-eight hours afterwards; and any timber laid on any Quay or other place shall not be permitted to remain beyond the time allowed by the Dock Officers.

59. Goods landed at the Dock shall only be delivered on production of the Bills of Lading, accompanied by a delivery order from the Master or Agents of the vessel.

60. In all cases of informality in Bills of Lading from want of endorsement, &c., application must be made by letter showing the circumstances, and enclosing any documents which will show the title

to the goods; in every such case the applicant must engage to indemnify the Trustees by bond or otherwise, as may be directed.

61. When Bills of Lading are produced which are at variance with the Manifest as to the original Consignee, delivery may be refused until the discrepancy is explained to the satisfaction of the Dock Superintendent.

62. Consignees applying for delivery of goods shall fill up a form in duplicate showing the quantities and weights or measurements, but not the Wharfage or Landing charges payable thereon. This form, accompanied by the Custom House Bill of Entry, shall be presented at the Dock Office, where the charges will be received and a receipt granted. The receipt, accompanied by the Bill of Lading and the Delivery Order from the Master or Agent of the vessel, shall then be handed to the Shed Officer, who will examine the documents, and on being satisfied that they are in order, and on being furnished with an acknowledgment for the goods, will grant delivery and authorize the Gatekeeper to pass the said goods.

63. No person shall remove from the Wharves or Sheds any goods other than those covered by the Customs Pass and the Port Trust Wharfage Receipt.

64. No Delivery Order can be received until the Manifest of the cargo, duly certified by the Captain, has been deposited in the Dock Office.

65. Permission to Consignees from the Collector of Customs to open packages shall be countersigned by the Dock Officers, and the opening of such package without their condition being questioned shall be considered as delivery by the Trustees, and no claim for damage subsequently discovered will be admitted.

66. Packages which have been opened for appraisement, or by order of the Collector of Customs, shall lie at the risk of the Owner, Consignee or Agent.

67. Goods taken delivery of but not removed from the Dock enclosure shall lie at the risk of the Owner or Consignee.

68. The responsibility of the Trustees for the condition or safe keeping of goods imported into or exported from the Docks does not commence until such goods have been received charge of by the Dock Officers; and the Trustees will not be answerable or liable for deficiencies of merchandise produced by natural or unavoidable causes, nor for any losses or deficiencies whatever unless ascertained and pointed out to the Dock Officers previous to the goods being removed from the Dock premises.

69. The Trustees will not be liable or responsible in any way for lost or damaged goods, *e.g.*, chafages, breakages, and short deliveries, of which notice has not been given within one month from the date of landing or shipping, as the case may be.

70. Packages containing Bullion, Specie, Precious Stones, Gold Dust, Jewellery, or other property of considerable value, whether cargo or private property, must be delivered to the Consignees by the Master or Owners of vessels under their own responsibility, unless, under special circumstances, they may be desirous of placing the same

in charge of the Dock Superintendent, in which case it must be separately noted in the Manifest or list of cargo handed in, and specially handed over to the Dock Superintendent himself, and a distinct receipt obtained from him for them, and a special rate will be charged for the storage thereof. In like manner shippers of the articles enumerated in this Bye-law must make their own arrangements to ship them.

71. In case delivery of goods is made over the vessel's side into boats, the Master must take such steps as he may think necessary to protect his Owners in respect to their freight.

72. Goods landed and placed in the custody of the Trustees will be detained for freight on due notice being given in writing by the Owner, master, or person interested therein but goods *delivered into craft or floated in the Dock to be removed elsewhere* cannot be detained. Goods under stop for freight will not be delivered nor warrants granted, until the stop has been removed, or the amount claimed for freight deposited with Trustees.

73. No stop for freight can be received after the goods have been transferred or a warrant granted.

74. The Trustees are not responsible for detention or delay of vessels, barges, lighters, or other craft coming in, remaining in, or going out of Dock, or for detention or delay in the discharge of vessels, or in the progress of barges to or from the Dock, or for dead freight delay in the shipment or discharge of goods owing to a glut of vessels or goods, or other circumstances beyond the control of the Trustees, or for a stoppage in the delivery of goods from any of the like causes.

75. No person, unless duly permitted by the Dock Superintendent or Dock Master, shall take inside the Dock premises Carpenters' tools of other instruments used for opening cases, and no Cooper shall be allowed to work in the sheds without a license from the Dock Superintendent.

76. Goods for shipment will not be put on board until the Custom Export Note and the shipping order are produced. The Trustees' receipt for wharfage and shipping charges must also be produced, but in order to prevent detention in loading the Dock Superintendent may ship cargo before the Trustees' charges are paid, retaining Mates' receipts as security for payment of such charges.

77. Goods shall not be laid on any Quay before the ship is ready to receive them, nor within four feet of any tramway, cartway, or footway at any time, nor under any shed, so as to prevent the free working of the gates.

78. Owners, Masters, Bargemen, and others are liable for damage done by their vessels, craft or servants to works or property of the Trustees, and vessels may be detained until security has been given for the amount of damage done.

79. Every barge or cargo boat remaining in the Dock more than twelve hours after having received or discharged her cargo will be subjected to a charge as under for every day or part of a day while she shall so remain :—

	Rs.	a.
Cargo Boat or Barge up to 15 tons	0	8
Do. above 15 and up to 25 tons	0	12
Do. above 25 tons	1	

80. The admission of carts and carriages, cargo boats and barges within the Dock precincts, and their control while there, will rest with the Dock Officers.

81. All the Quays, Sheds, Gates, and the land within the Dock fence will be in charge of the Dock Superintendent, who will manage all operations connected with the landing and shipping of goods, storage in the sheds and in the open, proper custody of all goods within the enclosure, exclusion of improper characters, and take whatever steps may be necessary for the proper maintenance of order on the premises.

82. The gates and wickets of the Dock premises will be kept open at hours fixed by the Trustees, and ingress and egress at unauthorized hours will only be allowed to persons holding passes signed by the Dock Superintendent or other officer authorized by him, or by the Dock Master.

83. Only the crews of vessels in Dock, and labourers or other persons in the Service of Trustees, or those who hold pass tickets or orders granted by the Dock Master or Dock Superintendent, shall be employed in the loading or unloading of vessels, or in any other work or labour to be performed, whether on board vessels or lighters, or on shore within the Dock premises,

84. Articles shall not be drawn over the Dock Bridges and caissons except upon wheel carriages, and they shall not be allowed to trail or drag upon the Bridges and caissons. No vehicle shall be permitted on the Bridges and caissons which with its load exceeds ten tons in weight or has more than a concentrated load of five tons on two wheels equally distributed.

85. Working hours at the Dock shall be from sunrise to sunset except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New-Year's Day, Good Friday, the Sovereign's birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

86. Application to work at night, or on Sundays, or on holidays, will be made to the Dock Superintendent who, on production of the necessary permission from the Customs Department, will order all the necessary arrangements for the proper conduct of business. Such work will be charged the extra rates fixed by the Trustees.

87. The Dock Master will not take any vessel out of Dock unless the Master produces a receipt showing Dock Dues to have been paid, and that no claims stand against the vessel.

88 No claim for refund of any rates or charges paid at the Dock will be admitted if not made within two months from date of claim accruing, nor will any refund be made of sums under Rs. 2.

WITH RESPECT TO THE PIERS, WHARVES, QUAYS, DOCK PREMISES AND CHANNELS, AND THE VESSELS AND OFFICERS AND CREWS THEREOF WHILST USING THEM.

89. The crews of vessels in Dock will only be permitted to enter or leave the Dock after the hour of closing by means of a Pass, signed by the Commander or Officer in charge, and countersigned by the Dock Master or his Assistant.

90. Any anchor dropped in or near the Dock Channel or Entrance of the Dock shall be buoyed, and in no case shall it be left there for onger than one tide.

91. Any person who shall cut, deface, or injure any mooring, rope, chain, or any buoy, buoy-rope, or cable belonging to any anchor within the Channels, Entrances or Docks shall, in addition to the prescribed penalty, be required to pay the amount of damage, repair, and recovery.

92. All the ship's water-closets and latrines must be thoroughly cleansed and securely fastened up before the vessel enters the Dock, and no use whatever shall be made of them during the vessel's stay in Dock. Latrines and Urinals will be provided on the Dock premises, and Commodes will be supplied for the Masters of ships.

92A. Bilges before being cleaned out shall be freely flushed, and they, as well as tanks, shall be left open for at least one hour before any one is allowed to enter for the purpose of cleaning them or otherwise, during this time, and while the cleaners or others are at work either in bilges, tanks, or other confined spaces, a constant supply of fresh air shall be pumped into such bilge, tank, or other confined space by means of a ventilating fan fitted with a stout permanently distended hose sufficiently long to reach the most distant compartment. Masters of vessels shall be held responsible for any accidents arising from neglect of these precautions.

93. Whilst a vessel is in Dock, the Master of some other responsible officer must always be on board in charge, and must superintend and assist in carrying out all duties in connection with the vessel or its cargo.

94. Whilst in Dock every vessel shall have a ship-keeper on deck two hours before and one hour after high water, and such ship-keeper shall carefully attend to the moorings of the vessel and the sufficiency thereof, and cause them to be slackened or hove in from time to time as necessary on rise or fall of water; and failing to do so, the Master or Owner shall be responsible for damage from neglect.

95. When berthed or moored in the Dock a ship's propeller shall not be worked for trial by the main engines without due notice being given to, and permission obtained in writing from, the Dock Master. Masters and Owners, in addition to the prescribed penalty, will be held responsible for any damage that may result from the working of their ships' propellers either by hand or steam.

96. Projections from the deck of any vessel which interfere with another vessel loading or discharging shall be removed on requisition by the Dock Master.

97. The Master shall not permit the lines or ropes of any vessel in the Dock to be made fast to the Lamp Posts on the Wharfs o

Quays, or to the pillars of any shed, nor to any other place than the Samson posts, bollards, mooring posts, cleats, ringbolts, or other appliances specially provided for the purpose.

98. No Pitch, Resin, Tallow, or other inflammable materials shall on any account be melted on board ship, or in boats, or on the Quays, except in such manner and in such places as shall be pointed out by the Dock Master or the Dock Superintendent, nor shall any Pitch, Tar, Oil, Flax, Oakum, Straw, Shavings, or other inflammable or combustible article be allowed to remain on the deck of any vessel, nor in boats, nor on the Quays.

99. All boats, barges, &c., within the Dock are at the risk of their Owners, who will be held responsible for any damage which may occur whilst navigating them, or by their getting adrift.

100. No fender that will not float shall be used over the side of any vessel. Sails shall be furled before sunset.

101. Bells are not to be struck to denote the hour on board ships in Dock.

102. No vicious or dangerous animals, and no loaded gun or other firearm, shall be kept on board any vessel in Dock.

103. Masters of vessels shall be answerable for the acts of their crew or persons employed about such vessels.

104. The Port Officer is empowered to order the immediate removal from the Dock of ships having on board animal manures or other offensive or dangerous cargoes, or persons with infectious diseases.

105. No person shall molest, assault, resist, hinder, obstruct, impede, or interrupt, or offer or attempt to molest, assault, resist, hinder, obstruct, impede, or interrupt any employe of the Trust in the execution of his duty, or disobey his lawful orders, or use abusive or offensive language, or aid or incite others to do so.

With respect to Fires and Lights.

106. Smoking and the use of any unprotected fire or light in any shed or warehouse within the Dock enclosure is strictly prohibited.

107. No person shall smoke Tobacco or other substance, or ignite Lucifer Matches or other inflammable articles on any Pier or Quay, or on board any vessel within the Dock, except in such places as may be allotted for the purpose.

108. Fires of coal, charcoal, or coke may be used in the cabins, deckhouse, forecastles and cabooses of vessels in Dock between 5 o'clock A.M., and 9 o'clock P.M., subject to being prohibited (on any abuse) by the Port Officer.

109. Fires for donkey engines, steam winches, and portable forges are also permitted during working hours and for ships' engines for a reasonable period (say three hours) before a ship leaves, and (say two hours) after a vessel is berthed in the Dock.

110. All lights, whether oil lamps or candles, used on board vessels in Dock, except as mentioned in Bye-law 111, shall be in globes or secured lanterns.

111. Naked lights may be used only in the engines and boilers of vessels whilst under inspection and repair or in duties connected therewith.

112. While any fire or light is lighted, at least one person on board is to be specially charged with the care thereof; and no fire or light is to be left or used in so rash, careless, or negligent a manner as to risk or endanger the safety of, or to ignite, any goods, property, or vessel in the Docks or on the Dock premises.

113. All applications for special permission to use fires at any other than the prescribed hours shall be made in writing to the Dock Master before 5 o'clock P.M., and shall specify the circumstances under which the request is made; if granted, the application, after having been endorsed by the Dock Master, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials whenever demanded, and is to be returned to the Dock Master, by 10 o'clock A.M., on the following day.

114. Vessels in Dock and all parts thereof shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to fires and lights whenever they demand it, and no person shall disobey any order of any Police Officer or Watchman for extinguishing any fire or light used in contravention of these Bye-laws.

114A. No vessel having on board more than 100 native passengers who have arrived from, or are proceeding to, Hodiedah, Camaran, or Jeddah, shall be allowed to enter either of the Wet-Docks.

Bye-Laws for the Government of the Merewether Dry Dock, made under Section 73 *of the Bombay Port Trust Act*, 1879, *and approved by Government under Section* 74 *of the same Act* (*to be inserted between* 114-A *and* 115 *of the Dock Bye-Laws and No.* 115 *to be renumbered* 135).

115. Applications to dock vessels in the Dry Dock shall be made in writing to the Docks Superintendent in the printed form attached (Appendix C), which will be obtained at the Docks Superintendent's Office; and on payment of a deposit of Rs. 50 for each vessel, such applications shall be entered in the order in which they are received in an Entry List. Any steam vessel, but not a sailing vessel, may be entered for docking before her arrival, but no entry will be available for more than 21 days from the date of the application. The deposit paid in respect of any such vessel shall be forfeited in the event of such vessel not being ready to enter the Dry Dock within such period, provided that if such vessel be lost before the expiration of 21 days the deposit in respect of such vessel shall be returned.

116. No vessel shall be entitled to be admitted into the Dry Dock without having the time and manner of her entry into and of her remaining in the Dry Dock previously regulated at the Office of the Docks Superintendent in books to be kept there for that purpose. The Master of a vessel shall, therefore, as soon as practicable after her arrival in the Port of Bombay, submit an application, under his own signature, for regulation in the form attached (Appendix D).

117. Until the Docks Superintendent shall have issued to the Master a regulation order in the form attached (Appendix E), no such

application as aforesaid shall be deemed to have been accepted and no regulation as to the time and manner of the entry of a vessel into the Dock or of her remaining there shall be deemed to have been made. And no such regulation shall at any time be deemed to have been made which is not in conformity with the contents of the said order.

118. Prior to the time arranged for the admission of any vessel into the Dry Dock the following preparations must be carried out on board the vessel, *viz.* :—

Suitable hawsers and heaving lines must be in readiness on each side fore and aft and gantlines rove for mast-head pendants.

The vessel must be trimmed upright and as near as possible on even keel and the bilges must be perfectly dry fore and aft and kept so, and they must be kept clear for inspection.

The ballast tanks must either be full with their doors properly secured or quite dry with their doors off ready for examination.

The vessel's crew shall render every assistance when docking, and undocking, and in case extra hands are required on board they shall be provided at the vessel's expense.

If so required by the Dock Officers the awnings shall be furled.

119. The vessel may, if considered necessary, be inspected by a Dock Officer, and should he find that any of the abovementioned instructions have not been carried out, the vessel may be refused admission into the Dry Dock, and all expenses incurred in consequence shall be borne by the vessel.

120. The Master of a vessel regulated for the Dry Dock shall make his own arrangements for the moving of his vessels from her berth in the Harbour or in the Wet Docks to the entrance of the Dry Dock, and in like manner when undocking for the moving of his vessel from the Dry Dock entrance to her berth in the Harbour or in the Wet Docks. Should a tug $\frac{\text{and}}{\text{or}}$ a pilot be required in moving a vessel, the expenses in connection with the employment of a tug $\frac{\text{and}}{\text{or}}$ a pilot shall be borne by the vessel.

121. Save as hereinafter mentioned no vessel shall remain in a Dry Dock longer than the time for which such vessel shall have been regulated. If before the expiration of the time for which a vessel has been regulated the Docks Superintendent shall be satisfied on written application to be made to him for that purpose, that circumstances not known when the vessel was regulated or beyond the control of the parties engaged in the work will prevent the completion within the period for which the vessel was regulated of work which can only be done in a Dry Dock, a new regulation may, if the Docks Superintendent thinks proper, be made for such further time; but no vessel shall be allowed to remain in the Dry Dock for more than three days without special sanction from the Chairman of the Trust.

122. The Owner, Managing Owner, Agent or Master of a vessel which shall remain in the Dry Dock after the expiry of the time for

which such vessel shall have been regulated or re-regulated, as the case may be, shall, in addition to the penalty not exceeding one hundred rupees which may be inflicted upon him under No. 135 of these bye-laws for infringing the last preceding bye-law, be liable to a penalty not exceeding fifty rupees per diem for every day after which notice of the said infringement shall have been given by the Trustees to such Owner, Managing Owner, Agent or Master. The infliction of a penalty or penalties as aforesaid shall not affect the right of the Trustees to receive the rates chargeable under scale at the time in force for the occupation and use of the Dry Dock for the whole time the vessel has remained therein.

123. In regulating the admission of vessels into the Dry Dock, the Docks Superintendent shall be at liberty, with the approval of the Chairman, to give priority of regulating to such vessels as shall require the use of the Dock for the least time not exceeding 24 hours without regard to the order in which such vessels stand on the list. But no vessel to which priority shall have been given under this provision shall be entitled under any circumstances to remain in the Dry Dock beyond the time for which she was regulated.

124. If any vessel shall not leave the Dry Dock at the expiration of the period for which she was regulated or re-regulated, the Docks Superintendent, whether such vessel mayo r may not be then water-tight or capable of being floated, may, at the risk of the owner of such vessel, lift the caisson of the Dry Dock to let out any other vessels therein or to admit any other vessel thereto, or the Docks Superintendent may at his option remove any such vessel and recover from the owners all the expenses incurred in so doing, including the cost of making the vessel water-tight if necessary.

125. The Docks Superintendent may in his discretion allow any vessel which shall have put back in a damaged condition or which shall under any other circumstances be in such a condition as may in his judgment render her immediate admission to the Dry Dock actually necessary, to enter the Dry Dock in priority to all other vessels standing on the Regulating List.

126. Blocks, shores and stages will be provided by the Board as follows:—

Blocks.—One set for the length given at the time of regulating.

Bilge Shores.—In such number as may be required.

Horizontal Shores.—Two for every fifteen feet of the length given at the time of regulating.

Stages and Stage-ropes with poles or outriggers.—A sufficient number to make one tier of stages round the vessel.

No person shall use or take away any such block, shore, stage, pole, rope, or other article belonging to the Trustees without permission of he Trustees officer in charge of the Dock, and every person using or aking away such block, shore, stage, pole, rope, &c., shall return and replace the same.

127. No person shall destroy, cut, or otherwise damage or allow to go adrift any article belonging to the Dry Dock, nor throw down timber or other heavy thing upon the steps and stonework nor pass the same into or out of the Dock otherwise than by the means prepared for that purpose.

128. No ballast, coals or any weights shall without authority be shifted in or taken on board a vessel during the time she is in the Dry Dock.

And no outboard work shall be carried on in regard to a vessel during the time she is being docked or undocked. The Owner's Agents for or Masters of vessels and employers of labourers shall be responsible for any offence against this bye-law.

129. No one shall be allowed to undertake any work in connection with vessels in the Dry Dock until he shall have been licensed by the Trustees, and if at any time afterwards any such licensee shall be found guilty of breaking or evading the bye-laws of the Trust, or if he shall be found to execute any work carelessly or negligently or to make use of any bad material, appliances or fitting for the purpose of such work or to be slow in the execution of such work, his license may be revoked, in which case he will not afterwards be allowed to perform any work in connection with vessels in the Trustees' Dry Dock.

130. Every license shall be granted for a period of one year only and shall be renewable at the option of the Trustees who may refuse renewal in any case without communicating their reasons for such refusal.

131. A licensee shall be bound to employ foremen and tindals of experience to supervise the work that such licensee may be carrying on in the Dry Dock, and the licensee, his foremen and tindals shall be bound to use every reasonable means for preventing accidents to the men employed under them.

132. A licensee shall be responsible for the Dock gear in his use and shall at once bring to notice any damage done to such gear beyond ordinary wear and tear and shall make good damage according to the assessment of the Engineer of the Trust and shall return the gear when done with and arrange it in good order convenient for issue in accordance with the order of the Dock Officer in charge of the gear.

133. The acceptance of such gear by the licensee shall be taken as an assurance that he has satisfied himself that the gear is in sound and serviceable condition and in every respect fit and suitable for the purpose for which he will use it; and the licensee shall be at liberty to subject the gear to reasonable tests in order so to satisfy himself.

134. A licensee shall be responsible for the cleaning of the Dry Dock and for the conveyance of the rubbish to such places as may be pointed out by the Dock Officers.

PENALTIES.

135. Any person convicted of having committe a breach of any of the foregoing Bye-laws shall be liable to a penalty not exceeding (100) One Hundred Rupees. (*Section 75 of Act VI. of* 1879.)

(APPENDIX A.)

(*a*) *For all Vessels.*

To

THE DOCK MASTER OF THE
PRINCE'S AND VICTORIA DOCKS, BOMBAY.

SIR,

I have the honour to request that the undermentioned vessel, of which I am Master, may be received into Dock on the_____or as soon as practicable.

Name of Ship or Steamer_____
Do. of Owners_____
Description of Cargo_____
Gross Register Tonnage_____
Net do. do. _____
Exact present draught of water to inches_____
Deep load do. do. _____
Ballast do. do. _____
Extreme length of vessel over all, including Bowsprit if any } _____
Do. breadth do. do. _____

Has *not** Steam appliances for warping, &c.
Has *not** engaged a Steam Tug.
I hereby certify that the above information is correct. I am aware that there are preferential berths subject to Bye-law No. 25 and that I have received a copy of the Dock Bye-laws.

BOMBAY HARBOUR, } *Master of the*
_____189 . } S._____

(*b*) *For Vessels coming into Dock direct from sea.*

The following is to be substituted instead of the first sentence beginning "I have the honor, &c." :—

"I have the honor to forward particulars of the undermentioned vessel, of which I am Master, now in Dock."

The words "has not engaged a steam tug" are to be deleted.

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* These negatives may be erased if necessary.

(APPENDIX B.)

PRINCE'S AND VICTORIA DOCKS OFFICE,

Permit subject to the Bye-laws of the Port Trust.

*Bombay,*_____189 .

The S._____will be received into Dock at about_____M. on the_____ 189 , and should be brought into the Dock Channel under the directions of_____not later than _____M., and will be placed alongside the_____Quay or Wharf at No._____ berth.

Dock Master.

To

THE COMMANDER OF THE S.

By order of the Trustees,

F. G. DUMAYNE,
Secretary

(APPENDIX C.)

To

THE DOCKS SUPERINTENDENT,

BOMBAY PORT TRUST.

SIR,

I have to request that the undermentioned vessel may be received into the Dry Dock on or about the

Name of Vessel.
Name of Owner.
Description of work to be done in Dry Dock.
For how many days the use of the Dock will be required.

Signature of Applicant.

*Date*_____

NOTE.—A deposit of Rs. 50 must be lodged with the Docks Superintendent when making this application. The deposit will be forfeited if the vessel is not ready to dock within 21 days of the date of application.

(APPENDIX D.)

To

THE DOCKS SUPERINTENDENT,
BOMBAY PORT TRUST.

SIR,

I have to request that you will arrange to take the undermentioned vessel, of which I am Master, into Dry Dock :—

Name of Vessel.
Length.
Beam.
Depth of Hold.
Gross Tonnage.
Draft forward.
Draft aft.
Date and hour when Vessel will be ready to dock.
Description of work to be done in Dock.
For how many days the use of the Dock will be required.

I hereby agree to accept the terms and conditions imposed by the Bye-laws for the regulation of the Trustees' Dry Dock.

Signature
Master, S. S.

BOMBAY,_____189 .

(APPENDIX E.)

To

THE COMMANDING OFFICER, S. S. "

SIR,

Arrangements have been made for the admission of the S. S. " " into the Dry Dock at M., on the day of

Your attention is invited to Nos. 118 and 119 of the Trustees' Bye-laws which are as follows :—

"118. Prior to the time arranged for the admission of any vessel into the Dry Dock the following arrangements must be carried out on board the vessel :

"Suitable hawsers and heaving lines must be in readiness on each side fore and aft and gantlines rove for mast-head pendants.

NOTE.—Special notice must be given of any peculiar construction of keel or bottom.

"The vessel must be trimmed upright and as near as possible on even keel and the bilges must be perfectly dry fore and aft and kept so, and they must be kept clear for inspection.

"The ballast tanks must either be full with their doors properly secured or quite dry with their doors off ready for examination.

"The vessel's crew shall render every assistance when docking and undocking, and in case extra hands are required on board they shall be provided at the vessel's expense.

"If so required by the Dock Officers, the awnings shall be furled.

"The vessel may, if considered necessary, be inspected by a Dock Officer, and should he find that any of the abovementioned instructions have not been carried out, the vessel may be refused admission into the Dry Dock, and all expenses incurred in consequence shall be borne by the vessel."

The vessel shall undock at M. on the day of and water will be let into the Dock at M. on that day before which the vessel's officers shall satisfy themselves that sea-cocks, bilge-holes, and other apertures in the vessel's bottom are securely closed.

Notice must be given by you to the Dock Master of the exact time your vessel will be undocked in order that he may make his arrangements.

By Order,

A. SMYTHE,
Acting Secretary.

BOMBAY PORT TRUST.

RULES FOR THE TRANSPORT AND IMPORTATION OF GUNPOWDER AND OTHER EXPLOSIVES.

In exercise of the powers conferred by Section 5 of the Indian Explosives Act, 1884, the Governor-General in Council is pleased to make the following rules to regulate the transport and importation of explosives.

These rules extend to the whole of British India, but nothing in the rules relating to the transport of explosives shall apply in any Port as defined in the Indian Ports Act, 1875, for which the Local Government may have made or may make special rules under the Indian Explosives Act, 1884, to regulate the transport of explosives therein.

PRELIMINARY.

Section 14 of the Indian Explosives Act IV. of 1884.

Nothing in this Act shall apply to the manufacture, possession, use, sale, transport, or importation of any explosive—

(*a*) by order of the Government, or

(*b*) by any person employed under the Government in the execution of this Act, or as a keeper of a magazine, artizan, soldier, sailor, policeman or otherwise, or enrolled as a Volunteer under the Indian Volunteers Act, 1869, in the course of his employment or duty as such.

RULES.

1. For the purposes of these rules, explosives shall be classified as follows, namely :—

Class 1	... ...	Gunpowder.
Class 2	... ...	Nitrate-mixture.
Class 3	... ...	Nitro-compound.
Class 4	... ...	Chlorate-mixture.
Class 5	... ...	Fulminate.
Class 6	... ...	Ammunition.
Class 7	... ...	Firework.

And when an explosive falls within the description of more than one class, it shall be deemed to belong exclusively to the latest of the classes within the description of which it falls.

CLASS 1.—*Gunpowder Class.*

The term 'gunpowder' means exclusively gunpowder ordinarily so called.

CLASS 2.—*Nitrate-mixture Class.*

The term 'nitrate-mixture' means any preparation, other than gunpowder ordinarily so called, formed by the mechanical mixture of a nitrate with any form of carbon or with any carbonaceous substance not possessed of explosive properties, whether sulphur be or be not added to such preparation, and whether such preparation be or be not mechanically mixed with any other non-explosive substance.

The nitrate-mixture class comprises such explosives as—

Pyrolithe,
Pudrolithe,
Poudre saxifragine,

and any preparation coming within the above definition.

CLASS 3.—*Nitro-compound Class.*

The term 'nitro-compound' means any chemical compound possessed of explosive properties, or capable of combining with metals to form an explosive compound, which is produced by the chemical action of nitric acid (whether mixed or not with sulphuric acid) or of a nitrate mixed with sulphuric acid upon any carbonaceous substance, whether such compound is mechanically mixed with other substances or not.

The nitro-compound class has two divisions :—

Division 1 comprises such explosives as—

Nitro-glyce,
Dynamite,
Lithofracteur,
Dualine,
Glyoxiline,
Methylic nitrate,

and any chemical compound or mechanically mixed preparation which consists either wholly or partly of nitro-glycerine or of some other liquid nitro-compound.

Division 2 comprises such explosives as—

Gun-cotton, ordinarily so called,
Gun-paper,
Xyloidine,
Gun sawdust,
Nitrated gun-cotton,
Cotton gunpowder,
Schultz's powder,
Nitro-mannite,
Picrates,
Picric powder,
Tonite (or cotton-powder),

and any nitro-compound, as before defined, which is not comprised in the first division.

CLASS 4.—*Chlorate-mixture Class.*

The term 'chlorate-mixture' means any explosive containing a chlorate

The chlorate-mixture class has two divisions :—

Division 1 comprises such explosives as—

Horsley's blasting powder,
Brain's blasting powder,

and any chlorate preparation which consists partly of nitro-glycerine or of some other liquid nitro-compound.

Division 2 comprises such explosives as—

Horsley's original blasting powder,
Erhardt's powder,
Reverley's powder,
Hochstadtor's blasting charges,
Reichen's blasting charges,
Teutonite,
Chlorated gun-cotton,

and any chlorate-mixture as before defined, which is not comprised in the first division.

CLASS 5.—*Fulminate Class.*

The term 'fulminate' means any chemical compound or mechanical mixture, whether included in the foregoing classes or not, which, rom its great susceptibility to detonation, is suitable for employment in percussion caps or any other appliances for developing detonation, or which, from its extreme sensibility to explosion, and from its great instability (that is to say, readiness to undergo decomposition from very slight exciting causes), is especially dangerous.

This class consists of two divisions :—

Division 1 comprises such compounds as the fulminates of silver and of mercury, and preparations of these substances, such as are used in percussion caps, and any preparation consisting of a mixture of a chlorate with phosphorous, or certain descriptions of phosphorous compounds with or without the addition of carbonaceous matter, and any preparation consisting of a mixture of a chlorate with sulphur, or with a sulphurate, with or without carbonaceous matter.

Division 2 comprises such substances as the chloride and the iodide of nitrogen, fulminating gold and silver, diazobenzol, and the nitrate of diazobenzol.

CLASS 6.—*Ammunition Class.*

The term 'ammunition' means an explosive of any of the foregoing classes when enclosed in any case or contrivance, or otherwise adapted or prepared so as to form a cartridge or charge for small-arms, cannon, or any other weapon, or for blasting, or to form any safety or other fuze for blasting or for shells, or to form any tube for firing explosives, or to form a percussion cap, a detonator, a fog signal, a shell, a torpedo, a war rocket, or other contrivance other than a firework.

The term 'percussion cap' does not include a detonator.

The term 'detonator' means a capsule or case which is of such strength and construction, and contains an explosive of the fulminate explosive class in such quantity that the explosion of one capsule or case will communicate the explosion to other like capsules or cases.

The term 'safety fuze' means a fuze for blasting which burns and does not explode, and which does not contain its own means of ignition, and which is of such strength and construction and contains an explosive in such quantity that the burning of such fuze will not communicate laterally with other like fuzes.

The expression 'safety cartridges' means cartridges for small-arms of which the case can be extracted from the small-arm after firing, and which are so closed as to prevent any explosion in one cartridge being communicated to other cartridges.

The ammunition class has three divisions :—

Division 1 comprises exclusively—

Safety cartridges.
Safety fuzes for blasting.
Railway fog signals
Percussion caps.

Division 2 comprises any ammunition, as before defined, which does not contain its own means of ignition and is not included in Division 1, such as—

Cartridges for small-arms, which are not safety cartridges,
Cartridges and charges for cannon, shells, mines, blasting, or other like purposes,
Shells and Torpedoes containing any explosive,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells,
Tubes for firing explosives,
War rockets,

which do not contain their own means of ignition.

Division 3 comprises any ammunition, as before defined, which contains its own means of ignition and is not included in division 1, such as—

Detonators,
Cartridges for small-arms, which are not safety cartridges,
Fuzes for blasting, which are not safety fuzes.
Fuzes for shells,
Tubes for firing explosives,

which do contain their own means of ignition.

By ammunition containing its own means of ignition is meant ammunition having an arrangement, whether attached to it or forming part of it, which is adapted to explode or fire the same by friction or percussion.

CLASS 7.—*Firework Class.*

The term 'firework' comprises firework composition and manufactured fireworks.

Division 1.—The term 'firework composition' means any chemical compound or mechanically mixed preparation of an explosive or inflammable nature which is used for the purpose of making manufactured fireworks, and is not included in the former classes of explosives, and also any coloured fire composition.

Division 2.—The term 'manufactured firework' means explosive of the foregoing classes and any firework composition, when such explosive or composition is enclosed in any case or contrivance, or is otherwise manufactured so as to form a squib, cracker, serpent, rocket (other than a war rocket), maroon, star, lance, wheel, Chinese fire, Roman candle, or other article adapted for the production of pyrotechnic effects or pyrotechnic signals.

TRANSPORT.

(*a*)—*Packing.*

2. The following general rules shall be observed with respect to the packing of explosives for conveyance:—

I. Each class of explosive shall be separately packed.

II. An explosive, not being an explosive of the 5th (fulminate) class or of the 2nd and 3rd (divisions of the 6th ammunition) class or of the 1st division of the 7th (firework) class shall, if not exceeding 5 lbs. in quantity, be contained in a sub-

stantial case, bag, canister, or other receptacle made and closed so as to prevent the explosive from escaping.

III. An explosive of the first (gunpowder class), which is intended to be used for blasting purposes, may be carried in barrels covered with waxcloth or gunny.

IV. In every other case the explosive shall be contained in a double package. The inner package shall be a substantial case, bag, canister or other receptacle, made and closed so as to prevent the explosive from escaping, and the outer package shall be a box, barrel, or case of wood or metal or other solid material, and shall be of such strength, construction and character that will not be broken or accidentally opened, or become defective or insecure whilst being conveyed, and will not allow the explosive to escape. Provided as follows :—

(*a*) If the explosive is explosive of the 1st or gunpowder class or is explosive of the 2nd (nitrate-mixture) class or is gun-cotton or other explosive of the 2nd division of the 3rd (nitro-compound) class, the quantity of explosive in any one outer package shall not, in the case of explosive of the first two classes, exceed 100 lbs., and in the case of the last, 50 lbs.; and if the explosive be gun-cotton, it shall be carried thoroughly saturated with water.

(*b*) If the explosive belongs to the 1st division of the 3rd (nitro-compound) class or to the 4th (chlorate-mixture) class, the inner package shall be without any metal in its construction, and the inner or outer package or both shall be thoroughly waterproof. No one of the inner packages shall contain more than 10 lbs., and the aggregate quantity of the explosive in any one outer package shall not exceed 50 lbs.

(*c*) If the explosive belongs to the 5th (fulminate) class, it shall be packed in such manner as the Governor-General in Council may specially direct.

(*d*) If the explosive belongs to the 1st division of the 6th (ammunition) class or is any explosive of the 2nd division, an outer package shall not be required, but it may be contained in quantity not exceeding 100 lbs. in a single package, which shall be a box, barrel, or case not less than ¾ths of an inch in thickness, of such strength, construction and character as will not be broken or accidently opened or become defective or insecure whilst being conveyed, and will not allow the explosive to escape.

(*e*) If the explosive belongs to the 3rd division of the 6th (ammunition) class, it shall be packed in a double package. The inner package shall not contain more than 2 lbs. of such explosive, and no more than 50 lbs. shall be contained in the outer package.

(*f*) If the explosive belongs to the first division of the 7th (firework) class, it shall be contained in a double

package. The inner package shall be a substantial canister, case, or other receptacle hermetically closed, and containing no more than 1 lb. of explosive, and no more than 20 lbs. shall be contained in outer package, and

(*g*) If the explosive belongs to the 2nd division of the 7th (firework) class, it shall be contained in a box, barrel, or case of wood, metal or other solid material, and of such strength, construction and character that it will not be broken or accidently opened, or become defective or insecure whilst being conveyed, and will not allow any explosive to escape, and the quantity of explosive in any one package shall not exceed 100 lbs.

V. Whatever be the amount of the explosive, and to whatever class or division of a class it belongs, the following conditions shall be observed :—

(*a*) The interior of every package, whether single or double, shall be kept free from grit and otherwise clean.

(*b*) Every package, whether single or double, when actually used for the packing of explosive shall not be used for the packing of any other explosive of the same or any other class or for any other purpose.

(*c*) There shall not be any iron or steel in the construction of any such single package or inner or outer package unless the same is effectually covered with tin, zinc, or other suitable material.

(*d*) On the outermost package there shall be affixed in conspicuous characters, by means of a brand or a securely attached label or mark, the word "Explosive" followed by the name of the explosive, or other description of the contents, and the name and address of the owners or sender ; and

(*e*) The amount of explosive in any single package, or, if there is a double package, in any one outer package, shall not exceed the amount specified in the foregoing rules, except with the consent of, and under conditions to be approved by, an officer appointed by the local Government in this behalf.

3. If any person commits a breach of any of the foregoing rules relating to the packing of explosives for conveyance, he shall be punished with fine which may extend to Rs. 1,000.

(*b*)—*Mode of conveyance.*

4. The following general rules shall be observed with respect to the conveyance of explosives :—

I. No explosive shall be conveyed from place to place unless packed in the manner provided for in the foregoing rules.

II. There shall not be conveyed in any carriage or vessel, which is being used for the conveyance of an explosive, any explosive of a different class and division, of whatsoever nature,

which contains its own means of ignition, unless it be sufficiently separated therefrom to prevent any fire or explosion which may take place in one such explosive being communicated to another.

III. No explosive shall be loaded or unloaded except between sunrise and sunset.

IV. Whilst the explosive is being loaded on, or unloaded out of any carriage or vessel, no fire or artificial light, nor any article which is liable to cause or communicate fire or explosion (such as charcoal lucifer matches, articles for striking a light, petroleum to which the Petroleum Act or any Act repealing or amending the same applies, or any spirit or oil or substance that gives forth an inflammable vapour at a temperature below 100° (Fahrenheit) shall be, or shall be allowed to be, brought, had, or used dangerously near to such carriage, ship, or boat; and no smoking shall be allowed in, on, or dangerously near to the same, provided that when the use of a light for the purpose of such loading or unloading is unavoidable, a lamp of such construction, position, or character as not to cause any danger from fire or explosion may be used; and no person, while handling any explosive (except gunpowder explosive of division 1, class 6, or explosive of class 7, if packed in accordance with the packing rules), shall wear boots or shoes with iron or steel nails, heels, or tips.

V. In loading or unloading any explosive, the casks and packages containing the same shall be passed from hand to hand and not rolled upon the ground; they shall not be thrown or dropped down, but shall be carefully deposited and stored.

VI. The explosive shall not be conveyed except in the interior of a carriage so enclosed on all sides with wood or metal, or in the hold of a ship or boat having a close deck, so closed as effectually to protect the explosive against accident by fire from without. If the explosive cannot be so secured, it shall be completely covered with painted cloth, tarpaulin, or other suitable material so as to effectually protect it against communication of fire.

VII. There shall not be any iron or steel in the interior of the portion of the carriage or vessel with which the case containing the explosive is in contact, unless the same be effectually covered with leather, wood, cloth or other suitable material.

VIII. In the stowing of explosive, due precautions shall be taken by means of a partition or otherwise, and by careful stowing, to secure such explosive from being brought into contact with, or endangered by, any other article or substance conveyed in such carriage or vessel which is liable to cause fire or explosion; and if the explosive is dangerously effected by water, due precautions shall be taken to exclude water from coming into contact with such explosive.

IX. The amount of explosive conveyed in any one carriage or vessel at any one time shall not exceed 2,000 lbs. unless the carriage be so enclosed on all sides with wood or metal, or the vessel have a close deck, so closed as effectually to protect the

explosive against accident by fire from without, in which case the amount of explosive conveyed shall not exceed the following :—

In any one carriage on a railway	...	10 tons.
In any one other carriage ..	...	2 „
In any one vessel	...	20 „

NOTE.—This rule must in the case of dynamite conveyed by railway be read subject to paragraph XII. of Rule 6.

X. Nothing in the foregoing rules (except Rule 41) shall apply to any explosive of the 1st division of the 6th (ammunition) class, provided all due precautions are taken for the prevention of accidents.

5. The following rules shall be observed with respect to the conveyance of explosives otherwise than by public railway :—

I. No explosive shall be conveyed in a carriage or boat whilst carrying or plying for public passengers, unless the quantity be less than 5 lbs., and notice has been given beforehand to the person in charge of such carriage or boat, provided that there shall not be conveyed in any such carriage or boat, any explosive of the 5th (fulminate) class, or any explosive of the 3rd division of the 6th (ammunition) class, or of the first division of the 3rd (nitro-compound) class, except—

i. dynamite, which may be carried in the form of cartridges up to the limit of 5 lbs., provided that no detonators are carried in the same compartment ; and

ii. detonators to the number of 200, provided that the amount of fulminate of mercury in the package or packages containing the detonators shall in no case exceed in the aggregate 3 oz. (a certificate to this effect being given by the Agent of the Company by whom the detonators are tendered for transport), provided also that no dynamite is carried in the same compartment.

II. With respect to the conveyance by carriage or vessel of explosive of the 5th (fulminate) class, or of the 3rd division of the 6th (ammunition) class, or of the 1st division of the 7th (firework) class, or of larger quantities than 5 lbs. of any other explosive the following regulations shall be observed :—

(1) The person in charge of the carriage or vessel shall not drive or conduct the same in a dangerous or reckless manner, and shall take all due precautions to avoid fire and explosion, and no person shall do any act or thing in relation to the explosive which tends to cause fire or explosion, and is not reasonably necessary for the conveyance of the explosive or for work immediately connected with such conveyance ; and a person who is intoxicated shall not have charge of any carriage or vessel conveying explosive, and shall not be permitted to be in, or on, or attending the same.

(2) A person shall not forward to any warehouseman or carrier a consignment of explosive, unless he has given notice to such warehouseman or carrier beforehand, stating the name

and quantity of the explosive proposed to be conveyed, and the name and address of the proposed consignee and has had an intimation that the warehouseman or carrier is prepared to receive the consignment; and a warehouseman or carrier shall not make such an intimation, nor receive such consignment, unless he is prepared to receive it, and forthwith to despatch the same, or to deposit it in a magazine or at a place at which a person is licensed to possess the same.

(3) The carriage or vessel conveying the explosive shall be in charge of, and constantly attended by, some competent person, or by a sufficient number of competent persons, and such persons shall not, if the amount of explosive conveyed exceed 100 lbs., stop or delay for a longer time than may be reasonably necessary, or stop unnecessarily at any place where such stopping would be attended with special public danger.

7. If any person commits a breach of any of the foregoing rules relating to the mode of conveyance of explosives, he shall be punished with a fine which may extend to Rs. 1,000.

REVENUE DEPARTMENT.

Bombay Castle, 24th December 1889.

No. 9724—In exercise of the powers conferred by Section 5 of the Indian Explosives Act IV. of 1884, the Governor of Bombay in Council is pleased, with the previous sanction of the Governor-General in Council, to make the following rules to regulate the transport of explosives within the limits of the Port of Bombay :—

RULES.

Rules 1, 2, 3, 4, 5 and 7 to regulate the transport of explosives made by the Governor-General in Council and published under Government of India Notification No. 1417, dated the 24th June 1887, and Government of Bombay Notification No. 3956, dated the 29th June 1887, shall, subject to the following rules, apply to the transport of explosives within the limits of the Port of Bombay.

Rule (*a*).—The Master of any vessel arriving with explosives exceeding in weight 100 lbs. on board as cargo shall give notice thereof to the Pilot immediately on his boarding.

Rule (*b*).—No sea-going vessel having explosives on board in excess of 100 lbs. weight, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, shall carry the same nearer to the shipping or City of Bombay than one mile eastward of the Middle Ground Battery; and no vessel shall within such limits take on board from any other vessel more than 100 lbs. weight of explosives or such quantity as with explosives already on board would exceed in weight 100 lbs., excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps.

Rule (*c*).—Every sea-going vessel having more than 100 lbs. of explosives on board, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, shall carry during the

day a square red flag at the fore truck and at night a red light in the same place in addition to the Regulation lights, and every vessel or boat used in transporting explosives, excepting as aforesaid, in the Port of Bombay, shall exhibit on a board or otherwise the word "explosives" painted in white letters a foot long on a black ground on each side of the vessel or boat above the water line. Vessels and boats employed in landing or shipping explosives and having on board more than 100 lbs. explosives, excepting as aforesaid when required to remain at anchor, shall anchor to the eastward of the shipping and not nearer to any of the shipping than half a mile to the east thereof.

Rule (*d*).—The consignee, agent or other person concerned shall give written notice 48 hours before the expected arrival of any vessel having explosives in excess of 100 lbs. weight on board, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, or before shipment of any such explosives, to the Port Officer and the Superintendent of Water Police, and the latter shall depute a special officer to remain in charge of such explosives until the same have been deposited in the magazine, or the vessel carrying the same proceeds to sea.

Rule (*e*).—The amount of explosives conveyed in any one vessel or boat at any one time shall not exceed 560 lbs. unless the vessel or boat has a closed deck approved by the Port Officer.

No decked boat or vessel shall carry more than 50 tons of explosives at one time. This rule does not apply to sea-going vessels.

Rule (*f*).—The Port Officer is authorized on occasions when he may deem expedient, to permit ammunition when properly packed in cases, when such cases do not exceed 50 in number, to be shipped on board a vessel lying at the ordinary anchorage on the day or the day before such vessel is intended to sail. Shipments shall be effected under the same precautions and conditions as are prescribed in these rules. Ammunition permitted to be shipped under this rule must be taken in immediately on the boat going alongside, and no cargo boat or other vessel having fire on board shall be permitted to lie on the same side of the vessel during the time of such shipment.

Rule (*g*).—If any person commits a breach of any of the foregoing rules (*a*) to (*f*) he shall be punished with fine which may extend to one thousand rupees.

By order of His Excellency the Right Honourable the Governor in Council,

T. D. MACKENZIE,

Acting Chief Secretary to Government.

BOMBAY PORT TRUST.

BYE-LAWS

Made by the Trustees of the Port of Bombay, under Section 73 of Bombay Act VI. of 1879, for the safe and convenient use of the Magazine at Siwri for the storage of Gunpowder and other Explosives.

1. The premises on which gunpowder is stored are to be watched by a special officer and guard by day and night.

2. The control officer in charge is occasionally to inspect the watchmen to see that they are on the alert and doing their duty.

3. The watchmen are not to permit any persons but such as are employed in the service of the department to enter the magazine or enclosures. All the outer gates are to be kept shut, and no labourer or other person is to be allowed to pass during the working hours without leave from the control officer in charge.

4. The watchmen are not to allow any smoking or fire near the magazine, nor to suffer any person to come within the outer gates who has the least appearance of intoxication. They are immediately to secure any one guilty of any of these offences, and report the circumstances to the control officer in charge.

5. Any person in the employ of the department who may be detected smoking on any part of the gunpowder magazine, or bringing lucifer matches into the premises, will be immediately dismissed and prosecuted according to law.

6. The control officer in charge is not to absent himself for a night from the magazine without authority.

7. The control officer is to superintend all operations which are being carried on by the labourers and others under his orders, and to see that all the duties are properly conducted.

8. On no occasion are strangers to have access to the magazine without the attendance of the control officer, who shall take care that all persons entering have attended to the necessary precautions, and that they have no articles of a combustible nature in their possession.

9. The control officer is to keep a regular daily entry of all receipts and issues, and make the necessary alterations in the tally-boards attached to the bags in the magazine.

10. The several persons whose duty obliges them to go into the magazine shall invariably exchange their shoes for magazine slippers before they enter, or else enter without shoes. Care will be taken to provide a sufficient supply of either over-boots, goloshes or slippers of suitable sizes fitted with straps and brass buckles to fasten over the instep, so as to prevent sliding or shuffling along the floors or platforms.

11. When there is an outer wall to the magazine, the door in it, on any person entering, is to be shut before that of the magazine is opened; and the inner door of the magazine is to be shut before the outer one is opened on his going out.

12. The floors of the magazine, shifting room, and passages, when not of wood, are to be covered with tarpaulins prior to removal of powder. Wooden floors are to be carefully swept before every such removal, and floors other than wood are also to be well swept, and kept free from all gravel, sand, or grit, and previous to the removal of powder the rolling ways and stages are to be carefully watered.

II.—Precautions Against Fire.

13. The watchmen are to be particularly attentive to the least appearance of a storm, and on hearing the first clap of thunder or seeing a flash of lightning, though the storm may be at a great distance, are immediately to give an alarm to the control officer, or magazine-keeper, as the case may be, who is immediately to cause all the magazine doors and windows to be shut, and to use every precaution necessary for the safety of the magazine.

14. When such alarm has been given, every person in the employ of the department, whether on or off duty, is immediately to repair to the office to render such services as may be required of him by the control officer in charge.

15. The same precautions are to be adopted in the event of any fire breaking out in the neighbourhood of the magazine.

16. The fire engines engine, hose, ladders, fire hooks, &c., are to be kept in perfect repair, and so lodged that they may at all times be ready and fit for use. The engines are to be worked twice a week, to ensure that they are in working order and that the water-supply is sufficient.

17. The person in charge of the magazine is to know perfectly the arrangement and whereabouts of each article, so as to be able to find it at once in the darkest night.

18. The control officer in charge shall take care that the cisterns are kept constantly full of water, for the security of the magazine, and that the several pumps and lightning conductors are kept in proper repair and the wells full. He shall report to his immediate superior every week on the condition of the fire engine, water-supply and other appliances, and should any of these things become defective a requisition is immediately to be made on the department for the repairs to be performed.

III.—Care and Storage of Gunpowder.

19. The control officer shall keep three separate Registers of Receipts and Issues as follows :—

A—For gunpowder, &c., landed at the magazine for custody pending importation and clearance through the Custom House on payment of duty.

B—For gunpowder, &c., landed from vessels for temporary deposit, during their stay in harbour, to be taken on board again when they sail.

C—For gunpowder, &c., on which customs duty has been paid, lodged for care pending removal at the convenience of the owners.

20. On the arrival of any powder for storage, if it be from a ship in harbour under class A or B, the control officer shall first check the packages by their marks and numbers with the boat notes, and countersign the latter in acknowledgment of receipt, or endorse upon them a note of any discrepancies he may observe for the information of the Customs Department.

21. He shall then enter it in the proper Register,—A, B, or C, as the case may be,—and furnish the depositor with a receipt in corresponding form.

22. In storing the powder he shall be careful to see that each lot is kept together according to its marks and numbers, and separate from other lots as far as practicable.

23. Powder, &c., coming under class A or B on which duty has not been paid shall invariably be stored in a separate room to be set apart for its reception, and shall be held at the disposal of the Customs Department, pending production of a written permission to re-ship in the case of powder coming under class B, or of an import entry and no demand certificate under the signature of the Collector of Customs in the case of powder coming under class A.

24. The no-demand certificate shall be endorsed upon the magazine receipt, and no powder shall be allowed to leave the magazine unless the receipt has been produced and the control officer has satisfied himself that the certificate, if required, has been endorsed upon it.

25. On production of the import entry and no-demand certificate as above for powder stored under class A, the powder shall be written off Register A, and, unless it is to be passed out at once, shall be entered in Register C, and removed and stored in the duty-paid powder-room.

26. No powder shall be passed out of the magazine without production of a transport license or other proper authorization from the Commissioner of Police.

27. Every barrel, box, or case shall be carefully examined, in order to discover whether it be perfectly closed, so that no powder can escape, and whether any of the hoops be fastened with iron nails, or there be any iron or anything objectionable on any part of the barrel, &c. Should any barrel, box, or case be discovered so circumstanced, it shall not be received into the magazine, but the powder shall be immediately shifted into another barrel or case, and a report made to the controller. These precautions must never be dispensed with, as fatal accidents have happened from their being neglected. A record of the examination will be made on every arrival of powder.

28. No barrel, box, or case shall on an any account be opened in the magazine, but, when required, shall be taken to the shifting room, which must always be kept ready for that purpose.

29. No barrels containing powder or ammunition are to be suffered to lie open in the magazine, and no powder is to be shifted from one bag to another, or otherwise, without a sufficient number of tanned hides or wadmiltilts being placed under the barrels, in order to keep the powder as much as possible from the floors; any loose powder is to be carefully swept up, and not suffered to

remain. Care must also be taken that all powder barrels are properly and securely stacked in the several bags; and in case any of the heads of the barrels start, they are immediately to be removed, and the powder shifted into serviceable barrels.

30. In the event of the issue of a less quantity than a whole barrel, the package containing it is to be marked like the barrel from which it is taken. In the journal of issue, the marks, dates, &c., are to be noted as a matter of record.

31. In stacking barrels or cases of powder and ammunition a space is to be left between them and the wall of the magazine, to allow of a free circulation of air and prevent injury from damp.

32. No stores whatever are to be placed in the same compartment of the magazine with powder in barrels. Ammunition for breech-loading small-arms especially, which contains its own means of ignition, must not be stowed within the same masonry compartments of the magazine as gunpowder.

33. The control officer is accordingly to take the necessary steps for placing ammunition of this class in separate masonry compartments.

34. The powder which has been longest in store of every consignee is as a rule to be issued first, except by special order to the contrary.

35. Upon no account whatever are friction tubes, percussion fuzes, or fuzes of any kind that contain their own means of ignition within themselves, to be placed inside the magazine.

IV.—Cooperage.

36. All tools, instruments, or other articles used in the magazine are to be made of wood, copper, or bronze, and nothing containing iron or liable to cause ignition is to be admitted.

37. The use of iron rivets to copper hoops, of the description used for powder barrels, whether loose or otherwise, is forbidden in the magazine, even if those hoops should be intended to be applied in the first instance to barrels not containing powder, as they are liable to be afterwards transferred to such as may contain it.

38. In heading and unheading powder barrels, the persons employed are never to use the bare adze against the copper hoops, but are invariably to apply a wooden-handled metal setter.

39. Whenever it may be necessary to shift gunpowder from one barrel to another, the barrel intended to receive such powder shall first have all the marks except the tare on it carefully obliterated, and shall then be re-marked with precisely the same marks as the barrel from whence the powder is transferred with the exception of the tare marks.

40. Nails are on no account to be used to fasten on the hoops in re-heading powder barrels.

41. When large quantities are delivered, the control officer making the issue is to take care that the contractor by whom the packages are received provides proper conveyance for the same, that the carts or wagons are not overladen, and that they are properly secured.

42. Any person infringing the above bye-laws will be liable to a penalty, for each infringement, not exceeding one hundred rupees.

Scale of rates for the wharfage, landing and storage of gunpowder at the Trustees' Magazine at Siwri :—

	Wharfage.	Landing, storing and delivering.*	Rent for 6 months or part of 6 months.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
Case or barrel up to 25 lbs.	0 2 0	0 1 6	0 6 0
Case or barrel above 25 lbs. and up to 50 lbs.	0 3 0	0 2 0	0 12 0
Case or barrel above 50 lbs. and up to 100 lbs.	0 4 0	0 3 0	1 0 0
For every 25 lbs. additional	0 2 0	0 1 6	0 6 0
Percussion caps and loaded cartridges per cubic foot	0 2 0	0 1 6	0 6 0

* Does not include any charge for boat hire.

Charge for loading and unloading carts, one anna per cart.

The following rate in addition to the above rates will be levied when gunpowder or other explosives are removed from one part of Siwri Magazine to another at the request of the owner, *viz.*, half of the landing, storing and delivering charges.

By order of the Trustees,

G. MANSON,
Secretary.

BOMBAY PORT TRUST.

PILOTAGE BYE-LAWS

Made by the Trustees of the Port of Bombay under Section 72 of the Bombay Port Trust Act, 1879. New Edition published under Government Notification No. 57, dated 23rd July 1890.

PREFATORY NOTES.

1. The direction and management of the Port, Pilotage and Docks under the control of the Trustees of the Port are vested in the Port Officer.

2. The Assistant shall be the Deputy to the Port Officer for the performance of all the duties appertaining to his office.

3. There shall also be one or more Dock Masters, who shall be under the control of the Port Officer and his Assistant, and who shall have control over the Master Pilots and Pilots when employed on duty in connection with vessels using the Docks.

4. A Harbour Master shall be permanently attached to the Port Office.

There shall be two permanent Master Pilots, who shall do duty alternately at the Wet Docks, to be called No. 2, or the Dock Station, and on board the Pilot Schooner, to be called No. 3, or the Outer Station.

One additional Master Pilot shall be appointed to officiate during the S.-W. Monsoon from 1st June to 30th September, and during that period the three Master Pilots shall do duty in periodical rotation at the Port, Dock and Outer Station.

The Port Office shall be called No. 1 Station.

BYE-LAWS

REGARDING THE DUTIES OF THE HARBOUR MASTER AND THE MASTER PILOTS.

1. *At the Port Station.*—The Harbour Master's duties shall be to see that all vessels are properly berthed and moored in the Harbour, for which purpose he shall frequently visit and inspect the Shipping and Port generally; to keep the Outer Station informed of berths vacated and available for the several classes of inward-bound vessels; to exercise supervision over the Light Ship, the Anchor Hoy, and all launches, boats, buoys, moorings (including those at the Anchor ground) and to perform the measuring duties. In the event of a fire or an accident to the shipping in the Harbour, he shall attend at the spot, and shall give directions and advice and render assistance. He shall have supervision of the Pilot Schooners which are not in use, and shall assist generally in the management of the Pilot establishment ashore.

The duties of the Master Pilot at the Port Station during the S.-W. Monsoon shall be to convey Pilots to or from the Outer Station when

it is necessary to employ the second Schooner for that purpose, and (when his services may be available) to transport in Harbour such vessels as require to be piloted to or from the different Dry Docks, or from one berth to another.

During the N.-E. Monsoon the general transporting duties in the Harbour shall be performed by the running Pilots.

2. *At the Dock Station.*—The Master Pilot shall under the orders of the Dock Masters, arrange the position in which vessels intending to enter a Wet Dock are to be anchored off the Dock Channel, and shall transport vessels to and from the Docks as required and assist in docking and undocking vessels.

3. *At the Outer Station.*—The Master Pilot shall have charge of the Schooner and the control of the Tender Vessel and Pilots at the Outer Station and be responsible and use his utmost endeavours to supply Pilots to in-bound and to receive Pilots from out-bound vessels. He shall keep such complement of Pilots on board the Schooner as may be ordered from time to time, and arrange for the return to the Harbour of others not required. He shall remain on his station for such periods as may be ordered, leaving it (unless under exceptional circumstances) only when relieved by another Master Pilot in the fair season, or during the S.-W. Monsoon when relieved by another vessel.

4. The Master Pilots shall undertake the duties at each of the stations in rotation for such periods as may from time to time be ordered by the Port Officer.

5. The Pilot Schooner, which shall be painted a black colour outside, except a ribbon or band, 2 inches wide, close above the covering board, and the number in large figures on each bow, which shall be painted white, shall cruise between the Outer Floating Light Ship bearing S.-E. 2 miles and the Island of Kundaree bearing S.-E. 5 miles, and the position between these bearings shall be known as the Outer Station.

6. A log or journal, supervised and countersigned daily by the Master Pilot in charge, shall be kept on board each Pilot Schooner when working; the following entries are to be carefully made therein every four hours when at the Outer Station, and shall be verified by the signature of each Pilot at the end of his watch, *viz.*—

The state of the weather.

The direction and force of the wind and currents.

The Readings of the Barometer and Thermometer.

The bearings and estimated distance of the Outer Light-Ship.

The depth of water the Schooner is in, and whether she is under weigh, or at anchor.

The time of sighting a vessel and the bearing; when and where the Pilot was placed on board.

The time and position when a Pilot leaves an out-bound vessel, and when received on board.

The time of receiving on board Pilots from the Inner Station, or the despatch of excess Pilots to the shore, and all signals to shipping or signal station.

This log shall be forwarded to the Port Officer for inspection immediately after each cruise in the S.-W. Monsoon, and at such intervals during the fair season as may be ordered.

7. Master Pilots and Pilots will be provided with a distinguishing flag, which is to be displayed, hoisted under the national flags of vessels of which they are in charge.

The same flag hoisted under the Pilot Jack at any of the signal stations, or at the Prince's Dock, will be used in communicating with the vessel.

The flags and pennants of the International Code will be used for this purpose :—

Master Pilots.....	1—Flag B. 2—Pennant—C. 3— Do. —D.
1st Grade Pilots	1—Pennant—F. 2— Do. —G. 3—Flag—H. 4—Do. —I. 5—Do. —K.
2nd Grade Pilots	1—Flag—L. 2—Do. —M. 3—Do. —N. 4—Do. —P. 5—Do. —Q.
3rd Grade Pilots	1—Flag—R. 2—Do. —S. 3—Do. —T. 4—Do. —V. 5—Do. —W.

In the bye-laws providing for the Master being on board vessels entering, leaving or moving in the Harbour, the word "Master" will be held to include the first or other officer duly authorized to act for the Master, owing to his death or illness incapacitating him from performing the duties of his office.

Regarding the Pilot Service.

8. The Pilot Service shall consist of 15 licensed Pilots, *viz.* :—

5 First Grade Pilots.
5 Second do. do.
5 Third do. do.

9. All Pilots shall hold licenses to perform the duties of Pilot for the Port of Bombay for the grade they may be serving in, which shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

10. No license shall be renewed, nor another issued to any Pilot, until after the former one has been returned and cancelled, or its loss has been satisfactorily explained.

General Rules for the Guidance of Pilots.

11. Every verbal order or instruction given by the Port Officer and the Officers of his Department shall be promptly attended to and carried into effect by the Pilots, who will be careful to conform to and to make themselves acquainted with all circulars and orders issued from time to time for guidance in connection with their duties.

12. No Pilot shall absent himself from his station or from his duty without permission, except in case of sickness, which shall be reported without delay, accompanied by a certificate from a qualified Medical Officer approved by the Trustees.

13. When Pilots are on board the Schooners they shall be under the authority of the Master Pilot in charge, and they must pay strict attention to any lawful order he may give, whether as to taking their turn at working the Schooner, at which they must assist, or as to boarding vessels.

14. Pilots returning from the performance of any duty will, if between the hours of 10 A.M. and 5 P.M., report themselves personally to the Assistant Port Officer, and enter their names and the time of landing in a book kept for that purpose; all unemployed Pilots will attend at the Office from 10 to 11 A.M., and from 4 to 5 P.M., daily for any orders.

15. Pilots shall conduct themselves on all occasions in an orderly and civil manner; when in charge of vessels they should meet the wishes of Commanders so far as can be done without endangering the vessels or without leading to inconvenience or to the infringement of orders received from the Department.

16. When on duty Pilots shall wear a uniform dress, consisting of a round double-breasted white or blue cloth or serge coat, to button, if required close up to the throat, by two rows of Bombay Port Trust pattern buttons of four in each row; with blue cloth or serge or white trousers. If a cap be worn, it shall be of the round crown Navy pattern, with drooping peak, surrounded by a mohair band and the Bombay Port Trust badge in front.

17. Pilots should invariably appear respectably and neatly dressed.

18. Each Pilot shall provide himself, have with him, and produce when necessary or demanded, an efficient watch and pair of binoculars; also his license, a tide table, the Port, Pilotage, and the Wet Dock Regulations.

19. Pilots are forbidden to receive any gratification from Masters of vessels or others with whom they are brought in contact in the execution of their duty; any gratuity given to a Pilot will, if brought to the notice of the Trustees of the Port, lead to his instant dismissal.

20. Pilots shall not hold any interest in steam tugs, nor shall they be allowed to keep a tavern or lodging house, or in any way retail wines or spirits.

21. No Pilots shall claim salvage without the consent of the Trustees.

Regarding the Duties of Pilots.

22. It is the duty of Pilots to take steamers to sea from clear berths, or to bring them into Harbour on ordinary nights when the lights are visible, and reasonably distant objects discernible; but they shall on no account run unnecessary risks by venturing within the leading marks, or keeping vessels under weigh when the lights cannot be seen, and whilst under weigh the lead shall be kept going, and the soundings be carefully observed. And all signals made at signal stations on shore, at Light vessels, and on board the Pilot Schooners are to be observed and attended to. Pilots are forbidden to bring sailing ships among the shipping at night.

23. Immediately after any vessel may have caused or sustained damage, touched the ground, or got on shore while in their charge, Pilots shall furnish a clear and explicit report of the same to the Port Officer; such report should state the cause, in the Pilot's opinion, of such accident, damage or grounding; time of occurrence thereof, bearings of known objects; means used to get the vessel afloat, or clear; state of wind, weather and tide; length of time the vessel lay on the ground or in collision, and nature of the ground; such report should be submitted to the Commander or Officer in charge for his remarks and countersignature, or his refusal to do so should be noted thereon by the Pilot; unless prevented by circumstances the Pilot will present the report personally, and he shall not, after an accident has occurred and damage been caused or sustained, take the vessel to sea (Mail Steamers excepted) until ordered to do so by the Port Officer.

24. It will be the duty of Piolts to see that the Arrival or Departure Report is duly and correctly filled up before he leaves a vessel, and that it is forwarded without delay. An Arrival Report containing intelligence of exceptional importance, and the Arrival Reports of Mail Steamers or vessels with passengers of considerable official or of high rank, or vessels with dangerous cargo on board, should be forwarded direct to the Port Officer; in all other cases the report should be left at the office.

25. Departure Reports are on no account to be detained on board the Schooner at the Outer Station (where they are immediately on arrival to be handed to the Master Pilot in charge), but are to be sent in to the Office by the first opportunity.

26. In cases of fire or other accident afloat, the Pilots off duty shall immediately attend at the Port Office.

27. Whenever any of the Harbour, shoal or mooring buoys are missing, injured, or out of their proper places; or if any vessel is placed improperly, as to her draught of water, or too near the moorings of other vessels or shoals; or if it comes to the knowledge of any Pilot that any of the Port Rules are being or have been infringed; or in the event of any circumstance out of the ordinary course, or any casualty occurring on board vessels whilst they may be in Pilotage charge, or have a Pilot on board, the same should be reported to the Port Officer without delay.

28. When passing any vessel of war, it is the Pilot's duty to request the master to dip the colours; and on the approach of any

Man-of-War or other Government boat to board, to "heave the vessel to," or to cause the speed thereof to be sufficiently checked (when it can be done with safety) to enable the boat to get along side, without loss of time.

REGARDING UNMOORING AND TRANSPORTING.

29. In unmooring vessels it will be the duty of the Pilot to see and personally assure himself that one anchor is clear for being let go; that the cable is ranged, bitted, and clear for running, and on a 'non-self-fleeting windlass,' that the chain is fleeted close over when the anchor is 'short-a-peak' (so as to bring it well up clear of the ground) before weighing the last anchor.

30. No Pilot shall move or direct the moving of any vessel within the Port from one part thereof to another part thereof unless the following conditions are fulfilled :—

(*a*) If the vessel is under weigh the Master shall be on board.

(*b*) If the Master leaves the vessel before the moving is complete, the Pilot shall direct the vessel to be anchored in such safe position as may be most easily reached by the vessel, and shall not give directions to proceed with the moving of the same until the return of the Master to the vessel.

(*c*) Throughout the moving the number of officers and crew on board and available for duty shall be sufficient to perform any duty which may be required, and if the Pilot on boarding considers that the number is not sufficent, he shall call the Master's attention to Port Rule No. 43 and refuse to proceed with the moving unless the Master first grants a writing under his own hand expressly assuming the whole responsibility.

REGARDING OUTWARD PILOTAGE.

31. On taking charge of an outward-bound vessel the Pilot should not get the vessel under weigh unless the Master is on board in actual command. In the event of the Master leaving the actual command of the vessel before reaching such a position that the Pilot's services would be no longer necessary, the Pilot should anchor the vessel in the safe position most easily reached and wait for the return of the Master to his command before proceeding to sea. The Pilot will see that the vessel's National Ensign is kept hoisted between sunrise and sunset, or until the vessel is beyond the Harbour limits. He shall see that the lead line is correctly marked, and that the steering gear is in good order; he shall also ascertain the draught of water and free board, the time, bearing and estimated distance of the Outer Light Vessel on his leaving the vessel, and shall enter the same in Departure Report.

32. In working out of the Harbour during the South-West Monsoon, or whenever the vessel has a head wind, the Pilot must be careful not to leave the vessel in his charge until she is well clear of all danger, and every endeavour should be made to leave outward-bound vessels when within the limits of the Outer Station.

33. When an outward-bound vessel anchors below the Middle Ground in the South-West Monsoon, or during unsettled weather, the Pilot shall not quit the vessel (unless specially ordered to do so) if she is going to sea on the next day.

REGARDING INWARD PILOTAGE.

34. Before boarding a vessel the Pilot will ascertain whether there is, or has been during the voyage, any infectious disease on board. If there is or has been, and the disease be of a severe nature such as plague, yellow fever, cholera, small-pox or measles, he will, except as hereinafter provided, direct the vessel to be anchored at the Quarantine anchorage, and to hoist the Quarantine flag; provided that if the cases of cholera, small-pox or measles do not exceed, or have not during the voyage exceeded, two, he will board and (after obtaining a certificate from the Commander to that effect) berth the vessel in the Harbour, hoisting the letter R flag, the signal for the Health Officer of the Port to inspect. The Pilot will not take charge of a vessel unless the Master is on board and in actual command. In the event of the Master leaving the actual command of the vessel before she is moored, the Pilot should anchor the vessel in the safe position most easily reached and wait for the return of the Master to his command before proceeding.

35. In the event of the Pilot having boarded a vessel which requires to be placed in Quarantine, he will remain on board till the vessel obtains Pratique.

36. The Pilot will, on boarding, note the time, the bearing, and estimated distance from the Outer Light Vessel, entering the same in the Arrival Report. He will also ascertain the vessel's present and deep load draught of water, entering the same in the Arrival Reports; see that the anchors are clear, and cable ranged to the required length; that the National Ensign is hoisted in its proper place, and the flags denoting the Name of the vessel in the Commercial Code (and the Port from which she sailed, if demanded), and will take care that the flags are placed in such a manner as to be clearly seen from the Outer Signal Station.

37. When there are despatches on board for Government, or Post Office packets, the Pilot will request the Commander to send such on shore with as little delay as possible.

38. No Pilot after he has once taken charge of an in-bound vessel shall quit it until it has been received into Dock or properly berthed in the harbour, unless he has received from an Officer of the Board an order to leave the vessel in charge of the Commander.

REGARDING PAY.

39. The gross receipts for Pilotage shall be divided as follows:—

54½ per cent. to be distributed amongst the Master Pilots and Pilots according to the following scale:—

(*a*) 2 per cent. on the gross amount of 'Inward' Pilotage fees of vessels supplied with Pilots by the Outer Station Schooner shall be paid to the Master Pilot according to the time that he may have been in command, *e. g.*, if one had command for 8 days, another for 10 days, and the 3rd for 12 days in a month of 30 days they would be paid $\frac{8}{30}$, $\frac{10}{30}$ and $\frac{12}{30}$, respectively, of 2 per cent. of the 'Inward' Pilotage fees of vessels supplied with Pilots from the Outer Station Schooner for the month.

(*b*) In the event of a Pilot being unable for any reason to take a vessel into Dock after arriving off the Channel, and if a Master Pilot shall afterwards pilot the vessel through the Channel into Dock, then such Master Pilot shall receive 10 per cent. of the Pilot's share of the Pilotage of such vessel.

(*c*) A Master Pilot transporting a vessel from or to a berth in the Harbour into or from any Dock, or from one part of the Harbour to any other part, shall receive 50 per cent. of the 'transporting fee.' In the event of Master Pilot's services not being available, the Pilot who shall be employed on this duty shall receive the said sum.

(*d*) Such allowances as may be due under the rules shall be paid to the Pilots on leave.

(*e*) After the above payments have been made the remainder shall be distributed amongst the Pilots in the following proportions :—

5	First Grade Pilots shall receive	6/15	shares.
5	Second Grade „ „	5/15	„
5	Third Grade „ „	4/15	„

40. In calculating the pay accruing to Pilots regard shall be had not only to the rank or class of the Pilot, but also to the value of the work which he shall have performed, and the calculation shall be made according to the following examples :—Take the receipts from Pilotage for one month to be Rs. 10,000, of which Rs. 5,000 is for Inward and Rs. 5,000 for Outward Pilotage, and the Pilot establishment being kept up at its full strength, take it that that amount was earned as follows :—

By 5 First Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,500 in the following proportions :—

	Rs.
Pilot A.	800
„ B.	900
„ C.	600
„ D.	500
„ E.	700
	—3,500

By 5 Second Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,300 in the following proportions :—

	Rs.
Pilot F.	700
„ G.	600
„ H.	500
„ I.	600
„ J.	900
	— 3,300

By 5 Third Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,200 in the following proportions :—

	Rs.
Pilot K.	800
„ L.	600
„ M.	500
„ N.	700
„ O.	600
	3,200

Rs. 10,000

The amount divisible amongst the whole of the Pilots would, under Rule 39, be 54½ per cent. of the gross earnings, which is Rs. 5,450, which would be divided as follows :—

	Rs.	a.	p.
2 per cent. of gross Inward Pilotage to Master Pilots	100	0	0
6/15 of balance, *e.g.*, Rs. 5,450—Rs. 100=Rs. 5,350, to 5 First Grade Pilots	2,140	0	0
5/15 do. do. 5 Second Grade Pilots	1,783	5	4
4/15 do. do. 5 Third Grade Pilots	1,426	10	8
	5,450	0	0

The 6/15 shares accruing to the First Grade Pilots would be divisible according to the following proportions :—

If their gross earnings, Rs. 3,500, give net earnings amounting to Rs. 2,140, what will A's share of gross earnings, *i.e.*, Rs. 800, give ?

			Rs.	a.	p.
		Answer.	489	2	3
B's	Share.	900	550	4	7
C's	do.	600	366	13	9
D's	do.	500	305	11	5
E's	do.	700	428	0	0
		Rs. 3,500	2,140	0	0

According to the same method of calculation the 5/15 shares divisible amongst the Second Grade Pilots would give—

				Rs.	a.	p.
Pilot F on his	Rs.	700	of earnings,	378	4	6
„ G „	„	600	„	324	3	11
„ H „	„	500	„	270	3	3
„ I „	„	600	„	324	3	11
„ J „	„	900	„	486	5	9
	Rs.	3,300		1,783	5	4

And the 4/15 shares divisible amongst Third Grade Pilots would give—

				Rs.	a.	p.
Pilot K on his	Rs.	800	of earnings,	356	10	8
„ L „	„	600	„	267	8	0
„ M „	„	500	„	222	14	8
„ N „	„	700	„	312	1	4
„ O „	„	600	„	267	8	0
	Rs.	3,200		1,426	10	8

But these sums would, as has already been stated, be subject to the deduction of transporting fees and leave allowances payable under Clauses *b*, *c* and *d* of Rule 39.

The remainder of the Pilotage earnings to accrue to the Trustees for their expenses in connection with the Pilot Service.

In the event of their being one or more vacancies in any grade or grades, the average share of the earnings accruing on account of such vacancy or vacancies should be added to the sum divisible amongst the running Pilots proportionally according to the scale given in the next para. :

For the purposes of this Bye-law the pay of the several grades of running Pilots shall be taken to be as follows :—

1st Grade	Pilot	.....	Rs. 400	per mensem.
2nd	,,	,,	330	,,
3rd	,,	,,	265	,,

41. Any personal servants required by Master Pilots or Pilots, on board Schooners or other vessels employed in the conveyance of Pilots, shall be provided by the Master Pilots or Pilots themselves, with the exception of a topaz on board each Schooner, who shall be paid by the Trustees.

42. Any sums retained from the Pilots under Bye-laws 43 and 44, also the amount of all fines recovered from Pilots, shall be credited to the Trustees' share of Pilotage earnings.

43. When the Schooner at the Outer Station shall fail to supply an inward-bound vessel with a Pilot outside the limits of the port, and such inward-bound vessel shall be supplied from the shore or elsewhere before reaching the Sunk Rock Inner Light, then the Pilot shall only receive (for division into shares) one-half of the sum they would have been entitled to had such vessel been piloted in from beyond Port limits.

44. When an inward-bound vessel shall not be supplied with a Pilot until inside the Sunk Rock Light, only one-third of the money they would have been entitled to had the vessel been boarded outside Port limits shall be given to the Pilots.

45. Should the Schooner be within moderate distance of inward-bound vessel and offer a Pilot, then the Pilots shall receive the same share as they would have received had a Pilot been put on board in that position.

46. When probationers are appointed to be acting Pilots, they shall receive the pay of the class of the Pilots in which they may be acting, and shall otherwise be amenable to the rules laid down for observance by Pilots.

47. The amount to be distributed to the Pilots shall be payable after a statement of the Pilots' receipts has been made up by the Port Officer in the month succeeding that during which such statement has been received by the Trustees.

REGARDING THE PILOTAGE OF STEAMERS UNDER 1,000 TONS REGISTER, THE MASTERS OF WHICH HAVE A PILOT'S LICENSE FOR THE OUTER HARBOUR, *i.e.*, OUTSIDE THE SUNK ROCK LIGHT.

48. If the Master of a steamer of the above description is in charge of the same as a Pilot for the Outer Harbour, under a Pilot's license granted by the Board, he shall indicate that fact on such steamer arriving within signal distance by hoisting signals as follows :—

By day, a blue flag at her fore : by night, two lights at the fore, six feet apart, red uppermost and white below.

On the day signal required by this Bye-law being hoisted, a Pilot will be immediately ordered to board such steamer abreast of the Sunk Rock Light and will take her to her berth or elsewhere in the Harbour as may be required.

On the night signal required by this Bye-law being hoisted, notice shall be sent from the singal Station, Colaba, to Bankshall for a Pilot who will board her near the Sunk Rock Light and take her to her berth or elsewhere in the Harbour as may be required.

49. On the Pilot belonging to the ordinary Pilot service leaving such vessel outward-bound at the Sunk Rock Light, the Master in charge of the vessel as a Pilot for the Outer Harbour, under a Pilot's license granted by the Board, shall indicate that fact by hoisting signals as follows :—

By day, a blue flag at the fore : at night, two lights, one above the other, at the fore.

Such signals on a vessel outward-bound will indicate that the vessel on which they are hoisted is in charge of a licensed Pilot who is also the Master of the vessel, and that it is therefore unnecessary to send a boat to bring him back.

50. The Master of such a steamer is bound to produce his Pilot's license when demanded.

Pilots for Special Dock Duties.

51. A special Dock Pilot means a person lawfully appointed and licensed by the Trustees to Pilot vessels belonging to any private Company who own or who are the lessees of graving Docks at Mazagon or at Hog Island in that part of the harbour which lies to the north of Cross Island between the fixed moorings belonging to any such private Company (duly laid and maintained under the written special permission of the Trustees) and from and to such moorings, to and from the Graving Docks belonging to any such Company, and also to pilot any vessels requiring to use or which may have just previously used the Hydraulic Lift Dock at Hog Island in that part of the Harbour which lies to the north of Cross Island to or from the Hydraulic Lift Dock at Hog Island.

52. Every such Special Dock Pilot shall hold a license to Pilot vessels belonging to the Company mentioned in such license, only in that part of the harbour which lies north of Cross Island between the fixed moorings of such Company and from and to the moorings to and from the Graving Docks belonging to or leased by such

Company, and also to pilot any vessel requiring to use or which may have just previously used the Hydraulic Lift Dock at Hog Island in that part of the harbour which lies to the north of Cross Island to or from the Hydraulic Lift Dock at Hog Island, and which license shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

53. Every such Special Dock Pilot, before he allows any vessel to be moved, shall give at least four hours' notice in writing to the Port Officer at the Port Office between the hours of 10 A.M. and 5 P.M, on week days of the intended movements, of such vessel, specifying the time of such intended movements and in the event of the Port Officer, or his Assistant or the Harbour Master not signifying their dissent before the time stated in such notice for the movement of such vessel such Special Dock Pilot may proceed with such removal, but not otherwise.

54. Every Special Dock Pilot so to be appointed and licensed as aforesaid shall be under the authority and direction of the Port Officer and his Assistant, and of the Harbour Master in all respects relating to his said duties as such Special Dock Pilot, and every verbal order or instruction given by the Port Officer or his Assistant or by the Harbour Master or any of the Master Pilots or other officers of the Department must be promptly attended to and carried into effect by such Special Dock Pilot, who will be careful to conform to, and to make himself acquainted with, all circulars and orders issued from time to time for guidance in connection with his duties.

55. No Special Dock Pilot so to be licensed and appointed shall in any case pilot any vessel except :—

(1) vessels belonging to the Company mentioned in the license in that part of the harbour only which lies to the north of Cross Island, and only between the fixed moorings to or from the Graving Docks belonging to or leased by such Company at Mazagon or at Hog Island ; or

(2) vessels requiring to use, or which may have just previously used, the Hydraulic Lift Dock to or from the Hydraulic Lift Dock at Hog Island in that part of the harbour only which lies to the north of Cross Island.

56. No Special Dock Pilot shall on any account run unnecessary risks by venturing within the leading marks or by keeping vessels under weigh when the lights cannot be seen, and whilst under weigh the lead shall be kept going and the soundings be carefully observed.

57. Each Special Dock Pilot shall be provided with such distinguished flag as may be ordered by the Port Officer, which is to be displayed hoisted under the national flag of vessels of which he is in charge.

58. The following Bye-laws made under section 72 of the Port Trust Act shall apply to special Dock Pilots, and be regarded by them, viz., Bye-law 23 from the commencement down to the word "personally ;" Bye-laws 21 and 29 ; Bye-laws 30 from the commencement down to the words "before going on with the moving ;" and save as aforesaid none of the said Bye-laws shall apply to Special Dock Pilots to be licensed as aforesaid.

59. No Special Dock Pilot so to be licensed shall be entitled to receive any remuneration from the Trustees of the Port, and no pilotage fees or transporting fees shall be charged by the Trustees or by any other person, or be received by any Special Dock Pilot or other person, for rendering his services as such Special Dock Pilot, and no Special Dock Pilot shall be entitled to the benefit of any of the Pension and Provident Fund Rules of the Port Trustees; and the grant of any special license shall in no way whatever prevent or prohibit any licensed general Pilot of the Port from performing any or all the duties for which such special license may have been granted.

60. The following Bye-laws for Pilots of coasting steamers made by the Trustees of the Port of Bombay, in addition to the existing Pilotage Bye-laws, under Section 72 of the Bombay Port Trust Act, 1879, have received the approval of Government as required by Section 74 of the aforesaid Act:—

"1. A Pilot of coasting steamers means a person lawfully appointed and licensed by the Trustees to Pilot any coasting steamer of which he is the Commander, in the Port of Bombay.

"2. A coasting steamer shall, for the purposes of these Bye-laws be held to mean a steamer trading between Bombay and other Ports on the coast of India that returns to or is due to return to Bombay at an interval on each voyage not exceeding fourteen days from the time of leaving Bombay.

"3. Every such pilot of coasting steamers shall hold a license to pilot only those steamers that have berths duly allotted to them alongside the Harbour walls of the Prince's and Victoria Docks, and the license shall only entitle him to pilot such steamers on the passage between the open sea and the berths in question and between such berths and the Dry Docks and Patent Slip north of Prince's Dock, and shall be issued under this signature and seal and be revocable at the order of the Trustees of the Port.

"4. Every Pilot of coasting steamers so to be appointed and licensed as aforesaid shall be under the authority and direction of the Port Officer and his Assistant, and of the Harbour Master in all respects relating to his said duties as such Pilot, and every verbal order or instruction given by the Port Officer, or his Assistant or by the Harbour Master or any of the Master Pilots or other officers of the Department must be promptly attended to and carried into effect by such Pilot, who will be careful to conform to, and to make himself acquainted with, all circulars and orders issued from time to time for guidance in connection with his duties.

"5. No Pilot of coasting steamers shall on any account run unnecessary risks by venturing within the leading marks or by keeping vessels under weigh when the lights cannot be seen, and whilst under weigh the lead shall be kept going and the soundings be carefully observed.

"6. Each Pilot of coasting steamers shall be provided with such distinguishing flag as may be ordered by the Port Officer, which is to be displayed hoisted under the national flag of vessels of which he is in charge.

" 7. The following Bye-laws made under Section 72 of the Port Trust Act shall apply to Pilots of coasting steamers and be regarded by them, *viz.*, Bye-law 23 from the commencement down to the word 'personally'; Bye-laws 21 and 29; Bye-law 30 from the commencement down to the words 'before going on with the moving'; and save as aforesaid none of the said Bye-laws shall apply to such Pilots to be licensed as aforesaid.

" 8 No Pilot of coasting steamers so to be licensed shall be entitled to receive any remuneration from the Trustees of the Port, and no pilotage fees or transporting fees shall be charged by the Trustees or by any other person, or be received by any Pilot of coasting steamers or other person for rendering his services as such Pilot of coasting steamers; and no Pilot of coasting steamers shall be entitled to the benefit of any of the Pension and Provident Fund Rules of the Port Trustees; and the grant of any special license shall in no way whatever prevent or prohibit any licensed general Pilot of the Port from performing any or all the duties for which such special license may have been granted.

" 9. Any Pilot of coasting steamers disobeying or infringing any of the aforesaid Bye-laws shall be punished for every such offence with a fine which may extend to Rs. 200, or with suspension, or with deprivation of license, or with any combination of such penalties."

61. Any Special Dock Pilot disobeying or infringing any of the aforesaid bye-laws shall be punished for every such offence with a fine which may extend to Rs. 200, or with suspension, or with deprivation of license, or with any combination of such penalties.

By order,

F. G. DUMAYNE,

Secretary.

BOMBAY PORT TRUST

SCALE OF RATES TO BE CHARGED AT THE WET DOCKS.

Sanctioned under Section 43, "Bombay Port Trust Act, 1879."

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.			Rent per Week, or part of a Week, for Unclaimed Goods warehoused.			No. of Item.	Description of Goods.	How charged.	Imports. Wharfage			Exports. Wharfage.		
Rs.	a.	p.	Rs.	a.	p.				Rs.	a.	p.	Rs.	a.	p.
0	4	0	0	4	0	1	Acids, *viz.*:—Carbolic, Citric, Gallic and Tannic.	Case	0	5	0	0	5	0
0	2	0	0	2	0	2	Do. do. do. ...	Drum	0	2	0	0	2	0
0	4	0	0	4	0	3	All other Acids	Case	0	9	0	0	9	0
0	3	0	0	3	0	4	Do. do.	Half case	0	6	0	0	6	0
0	2	0	0	2	0	5	Do. do.	Drum	0	5	0	0	5	0
0	1	0	0	0	6	6	Aërated Waters	One dozen	0	1	3	0	1	3
0	3	0	0	4	0	7	Ale, Beer, Porter and Cider, in wood ...	Hogshead	0	7	0	0	7	0
0	0	6	0	0	3	8	Do. do. do. in bottles ...	One doz. qts. or 2 doz. pints	0	1	6	0	1	6
0	2	0	0	2	0	9	Do.	Kilderkin	0	3	6	0	3	6
0	1	0	0	1	0	10	Do.	Firkin	0	2	0	0	2	0
0	8	0	0	8	0	11	Almonds	Ton	1	12	0	1	12	0
0	8	0	0	8	0	12	Alum	Do.	1	4	0	1	4	0
0	12	0	0	8	0	13	Anchors	Do.	1	12	0	1	12	0
						14	Do.	Coolie-load	0	2	0	0	2	0
0	1	0	0	2	0	15	Apparel, not accompanying passengers ...	Case or package	Measurement.					
0	8	0	0	8	0	16	Arrowroot, country	Ton	2	4	0	2	4	0
Measurement.						17	Do. foreign	Case or package	Measurement.					
Do.						18	Arsenic	Package	Do.					
0	8	0	0	4	0	19	Asphalte	Ton	1	12	0	1	12	0
0	8	0	0	12	0	20	Assafœtida, refined	Do.	4	0	0	4	0	0
0	2	0	0	2	0	21	Do. do.	Case or package	0	6	0	0	6	0
0	8	0	0	12	0	22	Do. coarse	Ton	2	0	0	2	0	0

23	Attar—*see* Oils, perfumed.						
24	Ballast and Kentledge by cart	0	12	0	0	8	0
25	Do. by lighters to or from Port Trust Bandars...						
26	Bangles, foreign...	0	2	0	0	2	0
27	Bardans	0	1	0	0	1	0
28	Baskets, cane	0	1	0	0	0	6
29	Beads in cases	0	2	0	0	2	0
30	Beeda-nuts—*see* Myrabolams.						
31	Beef and Pork	0	3	0	0	4	0
32	Do.	0	2	0	0	2	0
33	Beer—*see* Ale.						
34	Beeswax	0	1	0	0	2	0
35	Betel nut	0	8	0	0	8	0
36	Bhang	1	0	0	0	8	0
37	Bicycles, Tricycles, Velocipedes	0	8	0	0	4	0
38	Billiard Tables	6	0	0	4	0	0
39	Biscuits, ship	0	8	0	0	6	0
40	Do. in cases	Measurement.					
41	Do. in tins, loose	0	1	0	0	1	0
42	Blood-stones, Cambay stones, and goldstones ...	0	1	0	0	1	0
43	Boats, ordinary ships'	Special.					
44	Boilers	Do.					
45	Bones, bone dust and meal and Blood Manure.	0	12	0	0	8	0
46	Books	Measurement.					
47	Boots and Shoes, foreign	Do.					
48	Borax, unrefined	0	8	0	0	8	0
49	Bottles, empty, Medicine Phials ...	Measurement.					
50	Do. do. quarts	0	2	0	0	2	0
51	Do. do. pints	0	2	0	0	2	0
52	Do. do. of smaller size than pints ...	Measurement.					
53	Bran	0	8	0	0	6	0
54	Brass Leaves—*see* Orsidue.						
55	Brass of sorts and Brassware	0	8	0	0	6	0
56	Do. do. when no weight given...	Measurement.					
57	Bricks, Bath	0	0	6	0	0	3
58	Do. Fire	0	8	0	0	6	0
59	Buckets, iron	0	1	0	0	1	0
60	Bullion, Specie, Gold and Silverware Plate, &c.	0	8	0	0	8	0
61	Camphor	0	8	0	0	8	0
62	Camphorwood Drawers and Boxes	0	2	0	0	2	0

Ton	0 4 0	0 4 0
...	Free.	
Case	0 7 0	0 7 0
Bundle or package	0 4 0	0 4 0
Dozen	0 1 6	0 1 6
Case	0 7 0	0 7 0
Tierce	0 7 0	0 7 0
Barrel	0 4 6	0 4 6
Package	0 5 0	0 5 0
Ton	1 13 0	1 13 0
Do.	2 12 0	2 12 0
Each	2 0 0	2 0 0
Do.	10 0 0	10 0 0
Ton	2 0 0	2 0 0
Case	Measurement.	
One dozen	0 4 6	0 4 6
Case or package	0 5 0	0 5 0
Each	2 8 0	2 8 0
	Same rates as Machinery.	
Ton	1 12 0	1 12 0
Case or Package	Measurement.	
Do.	Do.	
Ton	2 0 0	2 0 0
Case or package	Measurement.	
Gross	0 6 0	0 6 0
Do.	0 4 0	0 4 0
Case or Package	Measurement.	
Ton	0 12 0	0 12 0
Ton	2 0 0	2 0 0
...	Measurement.	
Dozen	0 0 6	0 0 6
Ton	1 12 0	1 12 0
One dozen	0 3 0	0 3 0
Box or case	0 8 0	0 8 0
Ton	2 12 0	2 12 0
Each case	0 8 0	0 8 0

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.			Rent per Week, or part of a Week, for Unclaimed Goods warehoused.			No. of Item.	Description of Goods.	How Charged.	Imports. Wharfage.			Exports. Wharfage.		
Rs.	a.	p.	Rs.	a.	p.				Rs.	a.	p.	Rs.	a.	p.
0	1	0	0	0	6	63	Candles...	Cwt.	0	4	0	0	4	0
						64	Canes—*see* Rattans.							
0	2	0	0	2	0	65	Canvas	Bale	0	8	0	0	8	0
0	1	0	0	0	6	66	Do.	Bolt	0	2	6	0	2	6
0	2	0	0	2	0	67	Cardboards, Strawboards	Case or bale	0	6	0	0	6	0
0	3	0	0	2	0	68	Carpets, woollen or foreign...	Case or package	0	11	0	0	11	0
0	3	0	0	2	0	69	Do. cotton	,,	0	6	0	0	6	0
0	1	0	0	2	0	70	Cardamoms	Cwt.	0	4	0	0	4	0
						71	Do. bastard—*see* Spices.							
3	0	0	2	8	0	72	Carriages, four-wheeled	Each	10	0	0	10	0	0
2	0	0	1	4	0	73	Do. two-wheeled	,,	8	0	0	8	0	0
0	8	0	0	8	0	74	Cassaware	Ton	2	0	0	1	12	0
0	1	0	0	1	0	75	Casks and hogsheads, empty	Each	0	2	6	0	2	6
0	0	9	0	0	6	76	Do. do. half and quarter ...	,,	0	1	3	0	1	3
0	2	0	0	1	6	77	Butts, pipes and puncheons	,,	0	3	6	0	3	6
0	8	0	0	6	0	78	Cement...	Ton	1	2	0	1	2	0
0	8	0	0	6	0	79	Chalk	,,	1	6	0	1	6	0
Measurement						80	Cheese, in cases	Case	Measurement.					
0	0	6	0	0	3	81	Do. loose	Each	0	0	6	0	0	6
						82	Chemicals—*see* Drugs and Medicines.							
0	8	0	0	8	0	83	Chillies, dried	Ton	1	2	0	1	2	0
0	8	0	0	8	0	84	China, copper cash	,,	1	12	0	1	12	0
0	6	0	0	3	0	85	Do. white copperware	Case	0	8	0	0	8	0
0	3	0	0	2	0	86	Do. garden seats	Each	0	4	0	0	4	0
Measurement.						87	Do. and Japanware	Case	Measurement.					
0	1	6	0	0	9	88	Do. ware in rolls, large	One doz.	0	6	0	0	6	0
0	1	6	0	0	6	89	Do. do. small...	,,	0	3	0	0	3	0
0	1	0	0	0	6	90	Do. preserves, chow-chow, &c.	Case of over ½ doz.	0	5	0	0	5	0

0	1	0	0	0	3	91	Do. do do.	Case of ½ doz. and under	0	3	0	0 3 0
0	8	0	0	8	0	92	Do. roots	Ton	2	0	0	2 0 0
Measurement.						93	Cigars or Cheroots	Case	Measurement.			
0	8	0	0	8	0	94	Clay, China and fire	Ton	2	0	0	2 0 0
0	3	0	0	2	0	95	Clocks	Case of under 8 c. ft.	0	8	0	0 8 0
0	6	0	0	4	0	96	Do.	Case of over 8 c. ft.	0	14	0	0 14 0
1	0	0	0	10	0	97	Clove stems	Ton	1	4	0	1 4 0
0	8	0	0	2	0	98	Coal, coke, cinders, ashes, patent fuel, dust and rubbish	Ton	0	14	0	0 14 0
0	8	0	0	2	0	99	Coal and coke in bags	"	0	10	0	0 10 0
0	3	0	0	2	0	100	Cocoanuts (with a minimum charge of 2 as. per bag).	Per 1,000	0	8	0	0 8 0
0	1	3	0	1	0	101	Cochineal	Cwt.	0	3	3	0 3 3
0	8	0	0	8	0	102	Coffee	Ton	1	8	0	1 4 0
0	1	6	0	1	0	103	Coins, copper	Box or package	0	3	0	0 3 0
						104	Do. gold and silver—*see* Bullion.					
0	8	0	0	8	0	105	Coir, fibre	Ton	1	9	0	1 9 0
0	3	0	0	2	0	106	Do. pressed	Bale	0	3	6	0 3 6
0	12	0	0	8	0	107	Do. rope, cable, cordage, and yarn	Ton	1	4	0	1 4 0
0	8	0	0	8	0	108	Colomba-root	"	2	0	0	2 0 0
Measurement.						109	Confectionery	Case	Measurement.			
0	12	0	0	6	0	110	Copper sheets	Ton	2	0	0	1 4 0
0	8	0	0	6	0	111	Do. cakes, slabs or tiles...	"	1	12	0	1 8 0
0	8	0	0	6	0	112	Do. ware and wire	"	2	0	0	1 12 0
Measurement.						113	Do. do. when no weight is given ...	Package	Measurement.			
0	12	0	0	8	0	114	Copperas, Sulphate of Iron and Sulphate of Copper	Ton	2	0	0	2 0 0
0	8	0	0	8	0	115	Copra	"	1	2	0	1 9 0
0	4	0	0	2	0	116	Coral	Box	0	13	0	0 13 0
Measurement.						117	Do. imitation	Case	Measurement.			
0	12	0	0	10	0	118	Cordage and Rope—Hemp, Europe and Manilla.	Ton	2	4	0	2 4 0
0	8	0	0	8	0	119	Corriander seed	"	1	9	0	1 9 0
Measurement.						120	Corks	Bale or case	Measurement.			
0	3	0	0	2	0	121	Cotton, raw, pressed*	Bale	0	2	0	0 2 0
0	6	0	0	3	0	122	Do. do. unpressed*	Bale or docra of over 3 cwts.	0	5	0	0 5 0
0	3	0	0	1	6	123	Do. do.*	Do. under 3 cwts.	0	2	6	0 2 6
0	8	0	0	8	0	124	Cowries	Ton	1	8	0	1 8 0

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* Cotton intended for export from Wet Docks which has already paid the Trustees' full wharfage fee on export from another Bandar is allowed to be landed at the Harbour side of the East Wharf of the Docks, and will be shipped at ⅓rd of the above rates. If cotton so landed is not removed from the East Wharf within 3 days from date of landing an extra fee of half wharfage rate as above will be charged, and will be repeated for every additional 3 days or part of 3 days.

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
Special Do. Measurement.	Special Do. Measurement.	125	Crackers, China	Case of 1 picul. of 133 lbs.	0 6 0	0 6 0
		126	Do. do.	Do. under 1 picul.	0 4 0	0 4 0
		127	Crockery, Queen's porcelain and earthenware ...	Crate or hhd.	Measurement.	0 4 0 for a case up to 12 c. ft. 0 6 0 do. 20 c. ft. & above 20 c. ft. under Items, Nos. 403 and 407.
0 8 0	0 8 0	128	Cummin Seed	Ton	2 12 0	2 12 0
Measurement.		129	Cutlery	Case	Measurement.	
Special.		130	Dammer	Ton	2 1 0	2 1 0
0 8 0	0 8 0	131	Dates, dry	,,	1 0 0	1 0 0
0 8 0	0 8 0	132	Do. wet	,,	1 0 0	1 0 0
0 2 0	0 1 0	133	Do. in pots	One doz. pots	0 6 0	0 6 0
0 12 0	0 8 0	134	Disinfecting powder	Ton	1 8 0	1 8 0
Measurement.		135	Drugs and medicines, foreign, not enumerated...	Case	Measurement.	
1 0 0	0 8 0	136	Drugs country	Ton	2 4 0	2 4 0
0 4 0	0 2 0	137	Do. do.	Case	0 3 0	0 3 0
0 8 0	0 8 0	138	Dyes, country and foreign, in bulk	Ton	2 0 0	2 0 0
0 3 0	0 1 0	139	Do. foreign	Case or package	Measurement.	
0 3 0	0 1 0	140	Dragon's blood	,,	0 7 0	0 7 0
		141	Earthenware, foreign—*see* Crockery.			
0 12 0	0 8 0	142	Earthenware piping, retorts, &c., for drainage ...	Ton	1 12 0	1 12 0
		143	Elephants' tusks and Moye's teeth—*see* Ivory.			
0 4 0	0 2 0	144	Fans	Case	0 7 0	0 7 0
0 12 0	0 10 0	145	Fat, Grease, Lard and Tallow	Ton	2 0 0	2 0 0

0	4	0	0	2	0	146	Feathers	Case or package	0	7	0	0	7	0
Measurement						147	Felt	Bale	Measurement.					
Special.						148	Firewood	Ton	0	12	0	0	12	0
1	0	0	1	0	0	149	Fishmaws	,,	2	2	0	2	2	0
0	4	0	0	2	0	150	Flax	Bale	0	7	0	0	7	0
0	12	0	0	8	0	151	Flour*	Ton	0	10	0	0	8	0
Special.						152	Fruits, fresh, foreign	Case	0	2	0	0	2	0
Do.						153	Do. do. do.	Barrel	0	2	6	0	2	6
0	8	0	0	8	0	154	Do. dried, not enumerated	Ton	2	0	0	2	0	0
0	2	0	0	1	0	155	Do. dried, from Europe	Case	Measurement.					
Special.						156	Do. fresh, from Zanzibar and Muscat ...	Basket	0	2	0	0	2	0
Measurement.						157	Furniture	Case	Measurement.					
0	1	0	0	0	6	158	Chairs, loose	Each	0	1	6	0	1	6
						159	Gallnuts—*see* Myrabolams.							
1	0	0	0	10	0	160	Ghee	Ton	1	12	0	1	12	0
0	8	0	0	8	0	161	Ginger, dry	,,	1	4	0	1	4	0
Measurement.						162	Glassware	Hhd. or crate	Measurement.					
0	1	6	0	0	9	163	Glass, window	Box	0	2	6	0	1	9
0	3	0	0	2	0	164	Do. broken	Box or package	0	6	0	0	6	0
0	4	0	0	2	0	165	Goats' hair, pressed	Bale	0	6	0	0	3	0
						166	Gold, *gold-leaf*, &c.—*see* Bullion.							
0	2	0	0	1	0	167	Gold-leaf, mock	Box or package	0	3	0	0	3	0
0	8	0	0	6	0	168	Grain, Wheat, Bajri, Jowari, Gram, Rice, Barley, &c.	Ton	0	8	0	0	8	0
								,,	0	13	0	0	13	0
0	8	0	0	6	0	169	Ground-nuts	,,	2	4	0	2	0	0
0	8	0	0	8	0	170	Gums of sorts, Copal, Ammoniac, Arabic, Benjamin, Bedellium	Bale	0	6	0	0	6	0
0	6	0	0	3	0	171	Gunny pieces and bags	Half bale	0	4	0	0	4	0
0	4	0	0	2	0	172	Do. do.	Bdle. of 50 pieces.	0	2	0	0	2	0
0	1	0	0	0	6	173	Do. do.	Package	Special.					
Special.						174	Gunpowder							
Do.						175	Guns, large—Cannons, Howitzers, &c.—*see* Military Stores.							
0	4	0	0	2	0	176	Guns, sporting—Rifles, Fowling Pieces, &c. ...	Each	0	9	0	0	9	0
0	2	0	0	1	0	177	Do. Pistols, Revolvers, &c.	,,	0	7	0	0	7	0
Measurement.						178	Haberdashery, Millinery, Hosiery, &c. ...	Case	Measurement.					
Do.						179	Hams, in cases	,,	Do.					
0	0	6	0	0	3	180	Do. in canvas, loose	,,	0	0	6	0	0	6
0	12	0	0	8	0	181	Hardware	Ton	2	4	0	1	12	0
Measurement.						182	Do. when no weight is given	Case	Measurement.					
0	8	0	0	3	0	183	Harmoniums and Organs, if under 20 cubic feet...	Each	1	4	0	1	4	0

* Except corn flour and farinacious preparations in tins (vide items 271—3).

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
1 0 0	0 4 0	184	Harmoniums & Organs if 20c. feet & under 30 c. feet.	Each	1 13 0	1 13 0
1 8 0	0 6 0	185	Do. ,, 30 do. do. 40 do.	,,	2 6 0	2 6 0
2 0 0	0 8 0	186	Do. ,, 40 do. do. 50 do.	,,	3 0 0	3 0 0
2 4 0	0 9 0	187	Do. ,, 50 do. do. 60 do.	,,	5 0 0	5 0 0
2 8 0	0 10 0	188	Do. ,, 60 do. do. 70 do.	,,	8 0 0	8 0 0
2 12 0	0 11 0	189	Do. ,, 70 do. do. 80 do.	,,	12 0 0	12 0 0
3 0 0	0 12 0	190	Do. ,, 80 do. & over ...	,,	15 0 0	15 0 0
Measurement.		191	Harness and harness requisites	Case	Measurement.	
		192	Hats and Caps—*see* Haberdashery.			
Special.		193	Hay and straw, pressed	Bale	0 4 6	0 4 6
0 8 0	0 6 0	194	Hemp, loose, in bundles	Ton	1 13 0	1 13 0
0 4 0	0 2 0	195	Do. pressed	Bale	0 4 0	0 3 0
0 4 0	0 2 0	196	Hessians	,,	0 8 0	0 8 0
0 8 0	0 4 0	197	Hides, buffalo, &c.	One hundred	1 0 0	1 0 0
0 12 0	0 8 0	198	Horns of kinds	Ton	1 6 0	1 6 0
Special.		199	Ice	,,	1 12 0	1 12 0
		200	Do. small quantities for use of ships in Dock ...		Free.	
		201	Incense—*see* Olibanum.			
Measurement.		202	Indian Condiments	Case	Measurement.	
0 8 0	0 8 0	203	Indigo	Ton	2 0 0	2 0 0
Measurement.		204	Instruments, drawing, mathematical, musical, &c., not enumerated	Case	Measurement.	
0 6 0	0 3 0	205	Ink	Case or package	0 11 0	0 11 0
0 8 0	0 4 0	206	Do.	Cask	0 14 0	0 14 0
Measurement.		207	Do.	Package of not more than 50 lbs.	0 2 0	0 2 0
0 8 0	0 8 0	208	Ironmongery	Ton	2 4 0	2 0 0
Measurement.		209	Ironmongery, when no weight is given ...	Package	Measurement.	

0	8	0	0	4	0	210	Iron—Bar-iron, hoops, pig, rod, scrap, sheets, bands, angle, T, and old; and steel excepting fagot, keg, spring and octagon steel which are charged under item 348...	Ton	1	2	0	1	2	0
0	12	0	0	6	0	211	Do. other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight, & galvanised iron tubes & pipes	,,	1	10	0	1	10	0
						212	Do. for weights above 1½ tons—*see* Rates for Machinery.							
0	1	3	0	1	0	213	Ivory, elephants' tusks, &c.	Cwt.	0	3	3	0	3	0
0	3	0	0	2	0	214	Ivoryware	Package	0	10	0	0	10	0
0	8	0	0	8	0	215	Jagree....	Ton	0	12	6	0	12	6
0	4	0	0	2	0	216	Jars, fancy, large, China and Japan... ...	Each	0	3	0	0	3	0
1	8	0	0	12	0	217	Do. common, large	One hundred	6	0	0	6	0	0
1	0	0	0	8	0	218	Do. do. small	,,	4	0	0	4	0	0
1	0	0	1	0	0	219	Jewellery and trinkets	Box or package	1	8	0	1	8	0
0	4	0	0	2	0	220	Do. do. imitation	,,	0	8	0	0	8	0
0	3	0	0	2	0	221	Jute, pressed	Bale	0	5	0	0	3	0
Special.						222	Kerosine Oil	Case of 8 imp. gals.	0	1	3	0	1	3
0	8	0	0	8	0	223	Kootwood	Ton	2	0	0	2	0	0
1	0	0	0	8	0	224	Lac	,,	2	8	0	2	8	0
0	2	0	0	1	0	225	Lac dye	Package	0	7	0	0	7	0
0	4	0	0	2	0	226	Lace and thread, gold and silver, or kinkob ...	,,	0	8	0	0	8	0
Measurement.						227	Do. do. mock	Case or package	Measurement.					
0	8	0	0	8	0	228	Lead, pig, piping, sheet, and rolls	Ton	1	8	0	1	8	0
0	8	0	0	8	0	229	Do. black, white and red	,,	2	4	0	2	4	0
0	8	0	0	8	0	230	Do. shot	,,	2	4	0	2	4	0
0	4	0	0	2	0	231	Leather, foreign	Case or package	Measurement.					
0	8	0	0	8	0	232	Liquorice root	Ton	2	0	0	1	8	0
						233	Live Stock :—							
						A	Cows and Buffaloes	Each	1	12	0	1	12	0
						B	Calves and Pigs	,,	0	10	0	0	10	0
						C	Dogs and Monkeys	,,	0	3	0	0	3	0
						D	Donkeys	,,	1	12	0	1	12	0
						E	Deer	,,	0	10	0	0	10	0
						F	Elephants	,,	6	0	0	6	0	0
		Special ...				G	Fowls and Ducks	One dozen	0	3	6	0	3	6
						H	Goats and Sheep	Each	0	5	0	0	5	0
						I	Horses*	,,	2	0	0	2	0	0
						J	Mules	,,	2	0	0	2	0	0
						K	Pigeons, Quails and Partridges	Per dozen	0	2	0	0	2	0
						L	Turkeys and Geese	One dozen	0	6	0	0	6	0
						M	Tigers, Bears, Crocodiles & other wild animals.	Each	5	0	0	5	0	0

* When horses are landed or shipped in boxes, wharfage will be charged only on the horses.

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week, for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.		Live Stock—*contd.*		Rs. a. p.	Rs. a. p.
	Special ...	N O P 234	Other small birds ... ... Small birds or animals, such as Cats, Monkeys, &c., in charge of the owner ... ... Animals for public gardens in India ... Luggage of European sailors, ship captains, members of the Water Police, and Preventive officers when proceeding on, or returning from duty at the Dock.	Free ,, ,, ,,		
0 2 0	0 2 0	235	Luggage, Passengers' ... ... } See also item No. 410.	Portmanteau & hand packgs.	0 1 0	0 1 0
0 2 0	0 2 0	236	Do. do. ... ... }	Trunks and cases.	0 2 0	0 2 0
0 12 0	0 8 0	237	Machinery, up to ¼ ton weight ...	Ton	1 4 0	1 4 0
1 0 0	0 12 0	238	Do. over ¼ and not exceeding 1½ tons ...	,,	1 10 0	1 10 0
1 4 0	1 0 0	239	Do. over 1½ and not exceeding 5 tons ...	,,	1 14 0	1 14 0
1 8 0	1 2 0	240	Do. over 5 and not exceeding 8 tons ...	,,	2 4 0	2 4 0
2 0 0	1 4 0	241	Do. over 8 and not exceeding 11 tons ...	,,	4 0 0	4 0 0
2 8 0	1 8 0	242	Do. over 11 and not exceeding 15 tons ...	,,	5 0 0	5 0 0
3 0 0	1 12 0	243	Do. over 15 and not exceeding 100 tons ...	,,	7 8 0	7 8 0
0 8 0	0 8 0	244	Madder or Munjeet	,,	2 0 0	1 8 0
1 0 0	1 0 0	245	Marble and Marble slabs	,,	2 4 0	2 4 0
Measurement.	Measurement.	246	Matches	Case	Measurement.	
0 4 0	0 2 0	247	Mats of sorts, foreign	Package of 50	0 5 6	0 5 6
0 2 0	0 1 0	248	Do. country	One hundred	0 6 0	0 6 0
0 4 0	0 2 0	249	Matting, coir	Package	0 5 0	0 5 0
0 6 0	0 3 0	250	Do. rolls of coir carpet	,,	0 8 0	0 8 0
		251	Medicines—*see* Drugs.			
0 12 0	0 10 0	252	Metals, unenumerated	Ton	2 0 0	1 4 0
Special.		253	Military Stores, Arms, equipments not enumerated, up to 1½ tons	,,	2 0 0	2 0 0

				254	Do. for weights above 1½ tons—*see* Rates for Machinery.			
				255	Do. when no weight is given	Package	Measurement.	
				256	Millinery—*see* Haberdashery.			
				257	Mill furnishings—*see* Rates for Machinery.			
0	2	0	0 1 0	258	Mineral waters	Case or cask	0 5 0	0 5 0
0	8	0	0 8 0	259	Mother-o'-Pearl Shells	Ton	2 4 0	1 12 0
0	12	0	0 8 0	260	Mowra Flowers	,,	0 15 0	0 15 0
0	4	0	0 4 0	261	Musk	Case or package	1 4 0	1 4 0
0	6	0	0 4 0	262	Myrabolams or Galnuts and Beeda-nuts ...	Ton	0 15 0	0 15 0
0	8	0	0 8 0	263	Nails, of sorts	,,	1 12 0	1 12 0
Special.				264	Naphtha	Case or carboy	0 3 0	0 3 0
0	8	0	0 8 0	265	Nux Vomica	Ton	2 0 0	1 8 0
0	12	0	0 8 0	266	Oilcake	,,	1 2 0	1 2 0
0	1	0	0 1 0	267	Oils—Linseed, Castor, Gingelly, and other Vegetable...	Tin, drum or case up to 10 gals.	0 2 6	0 2 6
0	12	0	0 8 0	268	Do. do. do. in casks ...	Ton	2 0 0	1 8 0
0	8	0	0 4 0	269	Do. perfumed	Case or pot	0 10 0	0 10 0
Measurement.				270	Oilcloth and Floorcloth	Ton	2 0 0	2 0 0
0	1	0	0 0 9	271	Oilman's Stores	Case below 2 c. ft.	0 2 0	0 2 0
0	1	6	0 1 0	272	Do.	Case from 2 to 5 c. ft.	0 4 0	0 4 0
Measurement.				273	Do.	Case from 5 c. ft. and upwards.	Measurement.	
1	0	0	0 8 0	274	Olibanum or Incense	Ton	1 12 0	1 8 0
1	8	0	1 0 0	275	Opium	Chest of 140 lbs.	1 12 0	1 4 0
0	12	0	0 8 0	276	Do.	Half-chest	0 14 0	0 10 0
				277	Organs and Harmoniums—*see* Harmoniums.			
0	1	0	0 0 6	278	Orsidue or brass leaves	Package	0 2 6	0 2 6
0	1	0	0 0 6	279	Overland post parcels	Each	0 2 6	0 2 6
0	8	0	0 8 0	280	Paints, oil	Ton	2 4 0	2 4 0
0	4	0	0 2 0	281	Paper of kinds	Case or bale	0 6 0	0 6 0
1	0	0	1 0 0	282	Pearls	Box or package	1 0 0	1 0 0
Measurement.				283	Do. imitation	Do.	0 7 0	0 7 0
0	8	0	0 8 0	284	Pepper of kinds and pepper roots	Ton	2 8 0	1 12 0
					Perambulators	Case	Measurement.	
Measurement.				285	Perfumery—hair oil, pomades, &c.	,,	Measurement.	
4	0	0	2 0 0	286	Pianofortes	Each	5 0 0	5 0 0
0	4	0	0 2 0	287	Piece Goods, Cotton, including Printed Handkerchiefs, Melton Shawls, Harness Shawls, Turkey Red Shawls	Bale	0 4 0	0 2 6
0	4	0	0 2 6	288	Piece Goods, Silks and Velvets	,,	0 12 0	0 12 0
0	4	0	0 2 6	289	Do. Cotton and Silk, large bales ...	,,	0 12 0	0 12 0
0	4	0	0 2 0	290	Do. Woollens	,,	0 6 0	0 5 0

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 8 0	0 8 0	291	Pitch	Ton	2 2 0	2 2 0
		292	Porcelain—*see* Crockery.			
		293	Plants for public gardens in India	.....	Free.	
		294	Plated ware—*see* Bullion.			
1 0 0	1 0 0	295	Precious Stones	Box or case	1 0 0	1 0 0
		296	Provisions, fresh, for voyage*	Coolie-load	0 1 0	0 1 0
		297	Provisions for daily use of ships in Dock ...	.....	Free.	
0 2 0	0 1 0	298	Quicksilver	Bottle.	0 5 0	0 5 0
0 2 0	0 1 0	299	Rags	Bale or package.	0 4 0	0 3 0
Special.		300	Railway Plant and Materials	.....	Same rates as Machinery	
		301	Raisins—*see* Fruits, dried.			
0 12 0	0 8 0	302	Rattans...	Ton	2 4 0	2 4 0
0 1 0	0 0 6	303	Do. Malacca	One dozen	0 3 0	0 3 0
0 8 0	0 8 0	304	Rose-flowers, dried	Ton	2 4 0	2 4 0
0 1 6	0 1 0	305	Rose-water	Case	0 2 6	0 2 6
0 1 0	0 0 6	306	Do.	Carboy	0 1 0	0 1 0
		307	Rope—*see* Cordage.			
0 8 0	0 8 0	308	Rosin	Ton	2 4 0	2 4 0
		309	Saddlery—*see* Harness.			
0 8 0	0 8 0	310	Safflower	,,	2 8 0	1 12 0
0 4 0	0 2 0	311	Saffron	Case	1 0 0	1 0 0
0 8 0	0 8 0	312	Sago	Ton	2 4 0	2 4 0
Measurement.		313	Do.	Case or package	Measurement.	
0 8 0	0 8 0	314	Salammoniac	Ton	2 4 0	2 4 0
0 12 0	0 6 0	315	Salt, country	,,	0 6 0	0 6 0
		316	Do. Refined—*see* Oilman's stores.			

* *Bonâ fide* ship's stores, furniture, tools and materials for repairs imported or exported at Wet Dock are exempted from payment of Wharfage charges.

0	12	0	0	6	0	317	Saltpetre	Ton	2	0	0	2 0 0
0	1	0	0	0	6	318	Samples, Cotton, small	.....		Free.		
0	1	0	0	0	6	319	Do. other than above	Parcel	0	1	0	0 1 0
	Measure			ment.		320	Do. do. in case	Case		Measure		ment.
0	8	0	0	8	0	321	Sandalwood	Ton	2	0	0	2 0 0
0	2	0	0	1	0	322	Sandalwood boxes and ware	Package	0	7	0	0 7 0
0	8	0	0	8	0	323	Sapanwood	Ton	1	10	0	1 6 0
0	6	0	0	4	0	324	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	,,	0	10	0	0 11 0
0	12	0	0	8	0	325	Seeds other than Oilseeds, unenumerated ...	,,	1	12	0	1 12 0
0	8	0	0	8	0	326	Senna leaves	,,	2	4	0	1 12 0
1	0	0	1	0	0	327	Shark Fins and Samooder Fins	,,	2	2	0	2 2 0
0	8	0	0	4	0	328	Shawls, Cashmere and Delhi	Case or package	0	14	0	0 12 0
0	4	0	0	2	0	329	Do European	,,		Measure		ment.
0	8	0	0	8	0	330	Shellac	Ton	2	8	0	1 12 0
0	3	0	0	2	0	331	Shells, in cases, unenumerated	Case	0	7	0	0 7 0
0	8	0	0	8	0	332	Do. in bags and loose, unenumerated ...	Ton	2	0	0	1 8 0
0	1	6	0	1	0	333	Shovels	Per dozen	0	3	0	0 3 0
0	4	0	0	2	0	334	Silk, Raw	Case or bale	0	8	0	0 8 0
						335	Silk Piece Goods—*see* Piece Goods.					
						336	Silverware—*see* Bullion.					
	Measur		ement			337	Skins, Goat and Sheep, tanned	Bundle, bale or case	0	6	0	0 6 0
		D	o.			338	Soap, perfumed, foreign	Case		Measure		ment.
		D	o.			339	Do. do. bar	,,			D	o.
		D	o.			340	Do. do. do. in small boxes	Per cubic foot	0	2	0	0 2 0
1	0	0	0	8	0	341	Soap, soft, country and bar	Ton	1	12	0	1 12 0
0	8	0	0	4	0	342	Spelter and Solder	,,	1	14	0	1 14 0
1	0	0	0	12	0	343	Spices—cinnamon, mace, nutmegs, cloves, bastard cardamoms, and others unenumerated.	,,	1	12	0	1 8 0
						344	Bastard cardamoms—*see* Special rate for Cardamoms.					
0	0	1½	0	0	3	345	Spirits, Liquors, and Wines, in wood ...	Imp. gal.	0	0	3½	0 0 3½
0	0	9	0	0	3	346	Do. do. in bottle ...	1 doz. qts. or 2 doz. pints	0	2	0	0 2 0
	Measure			ment.		347	Stationery, unenumerated	Case or cask		Measure		ment.
0	8	0	0	4	0	348	Steel fagot, keg, spring and octagon...	Ton	1	8	0	1 8 0
0	12	0	0	8	0	349	Sugar and Sugarcandy and Molasses ...	,,	0	12	6	0 12 6
0	2	0	0	1	0	350	Do. Loaf or Chopped	Case of 1 cwt. and over	0	5	0	0 3 6
	Measure			ment.		351	Do. do. do.	Case under 1 cwt.		Measure		ment.
0	8	0	0	8	0	352	Sulphur	Ton	2	2	0	2 2 0
						353	Tallow—*see* Fat.					
1	0	0	0	10	0	354	Tamarind	,,	1	4	0	1 4 0

Removal and Delivery Charges, should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 8 0	0 8 0	355	Tar	Ton	2 2 0	2 2 0
0 1 0	0 0 6	356	Tea	Pkge. up to 15 lbs.	0 1 0	0 1 0
0 1 0	0 0 6	357	Do.	Pkge. above 15 lbs. & up to 30 lbs.	0 2 0	0 2 0
0 2 0	0 1 0	358	Do.	Pkge. above 30 lbs. & for every 60 lbs.	0 3 0	0 3 0
0 12 0	0 6 0	358a	Do.	Package of 180 lbs.	...	0 8 0
0 3 0	0 1 6	359	Thread	Case	0 6 0	0 5 0
0 12 0	0 8 0	360	Tiles, flooring	Ton	2 4 0	2 4 0
0 12 0	0 8 0	361	Do. foreign	1,000	3 12 0	3 12 0
		362	Do. Mangalore	Registr. ton of vessel	1 12 0	1 12 0
0 12 0	0 4 0	363	Timber—Blackwood, Ebony, Teak and Pine, in logs and squares	Ton of 50 cubic ft.	1 12 0	1 12 0
0 12 0	0 4 0	364	Do. planks and scantlings	,,	1 4 0	1 4 0
0 8 0	0 4 0	365	Tin of kinds	Ton	1 12 0	1 4 0
0 1 0	0 0 6	366	Tin plates	Box of 1 cwt.*	0 1 6	0 1 3
0 4 0	0 2 0	367	Tobacco, foreign or manufactured	Case	0 6 0	0 6 0
Measurement.		368	Do. country	Bale	Measurement.	
0 4 0	0 2 0	369	Tortoise shell	Case	0 9 0	0 9 0
Measurement.		370	Toys	,,	Measurement.	
0 2 0	0 1 0	371	Trunks and boxes...	,,	Do.	
0 6 0	0 6 0	372	Turmeric and turmeric powder	Ton [gals.	1 8 0	1 4 0
Special.		373	Turpentine	Tin, drum or case up to 10 Imp.	0 2 6	0 2 6
1 4 0	0 8 0	374	Twine	Ton	2 0 0	2 0 0
0 4 0	0 2 0	375	Twist and Yarn	Bale	0 4 0	0 2 3
Measurement.		376	Umbrellas	Case	Measurement.	
0 1 0	0 0 6	377	Varnish	Five imp. gals.	0 2 0	0 2 6
		378	Vegetables, fresh, for voyage	Coolie-load	0 0 6	0 1 6
		379	Do. do.	Cart-load	0 7 0	0 7 0

* Boxes above 1 cwt. to be charged proportionately.

0	2	0	0	1	0	380	Vermilion	Case	0	5	0	0	5	0
0	3	0	0	2	0	381	Waste, Cotton, Twist and Wool	Bale	0	2	0	0	2	0
0	8	0	0	8	0	382	Watches, gold and silver	Case	1	8	0	1	8	0
0	4	0	0	2	0	383	Do. other than above	,,	0	12	0	0	12	0
0	6	0	0	4	0	384	Weed Seed	Ton	2	4	0	2	4	0
0	8	0	0	8	0	385	Whiting	,,	2	0	0	2	0	0
						386	Wines, &c.—*see* Spirits....							
0	1	0	0	0	6	387	Wire, bottling	Case of 1 cwt.	0	2	0	0	2	0
1	0	0	0	8	0	388	Do. of sorts, unenumerated...	Ton	2	4	0	2	4	0
0	3	0	0	1	0	389	Wool, unpressed	Docra up to 1½ cwts.	0	4	0	0	4	0
0	4	0	0	2	0	390	Do. do.	Do. between 1½ and 3 cwts.	0	6	0	0	6	0
0	4	0	0	2	0	391	Do. do.	Bale or bora above 3 cwts.	0	8	0	0	8	0
0	3	0	0	2	0	392	Do. pressed	Bale	0	5	0	0	5	0
						393	Do. Berlin—*see* Haberdashery.							
						394	Woollens—*see* Piece Goods.	Ton	2	0	0	1	4	0
0	12	0	0	6	0	395	Yellow metal, sheets, sheathing, and braziers ...	,,	2	0	0	2	0	0
0	8	0	0	6	0	396	Zinc sheathing, sheets and perforated sheets ...							
						397	On all goods not enumerated, if in cases, bales, crates, or casks, and for all goods specified to be charged for by measurement, the rates will be :—							
0	1	0	0	0	9	398	If under 4 cubic feet	Package	0	2	0	0	2	0
0	1	6	0	1	0	399	If 4 or under 6 cubic feet	,,	0	4	0	0	4	0
0	2	6	0	1	6	400	If 6 or under 10 cubic feet	,,	0	6	6	0	6	6
0	4	0	0	2	0	401	If 10 or under 15 cubic feet	,,	0	8	0	0	8	0
0	5	0	0	2	6	402	If 15 or under 20 cubic feet	,,	0	10	0	0	10	0
0	6	0	0	3	0	403	If 20 or under 30 cubic feet	,,	0	14	0	0	14	0
0	10	0	0	5	0	404	If 30 or under 40 cubic feet	,,	1	3	0	1	3	0
0	14	0	0	7	0	405	If 40 or under 50 cubic feet	,,	1	8	0	1	8	0
1	0	0	0	8	0	406	If 50 or under 60 cubic feet	,,	1	14	0	1	14	0
0	1	0	0	0	9	407	For every 10 cubic or part of 10 cubic feet additional	,,	0	2	0	0	2	0
1	4	0	0	8	0	408	On all goods not enumerated, chargeable by weight	Ton	2	4	0	2	4	0
								Coolie-load	0	2	0	0	2	0
						409	Unenumerated unpacked goods							
						410	Passengers' baggage, unmanifested, and for which Dock labour is not supplied, also bicycles, tricycles and sporting guns the personal property of passengers, except when first imported from Europe.	Free.						

MISCELLANEOUS CHARGES.

1. The following charges will be made for loading or unloading carts at the Docks:—

For spirits, wines, candles, copper, and yellow metal in cases—1½ annas per cart.
For other goods except machinery—1 anna per cart.
For machinery by truck—special rates.

The Dock Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. A charge of 3 annas per ton will be levied from the ship or from the consignees, as the case may be, for sorting iron which is landed in a mixed condition.

4. When the Dock pontoon is used by any vessel for the purpose of effecting repairs, a charge of Rs. 5 for a day or Rs. 10 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c.:—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet	0	0	6	each.
,, ,, over 6 ,,	0	1	0	,,
Bales under 6 cubic feet	0	1	0	,,
,, over 6 ,,	0	2	0	,,
Cases, Machinery, under 1½ tons weight	0	2	0	,,
Packages over 1½ tons weight	0	8	0	,,
Cases, Wines and Spirits, containing 2 dozen and under	0	0	6	,,
,, ,, over 2 dozen	0	1	0	,,
Pianos and Harmoniums	0	4	0	,,
Gilt Mouldings	0	4	0	,,
Quarter Casks in casing	0	4	0	,,
Hogsheads ,,	0	8	0	,,
Two-wheeled Carriages	0	4	0	,,
Four-wheeled ,,	0	8	0	,,
Fixing Carriages	4	0	0	,,

7. The consignee or shipper of goods when repacking at the Docks will be charged half an anna per package.

8. For use of Dock scales or weigh-bridge 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16 will be charged.

	Rs.	a.	p.	
For Hire of Dock Shoots	1	0	0	each per day.
For Hire of Chain Slings (to be used at ship's risk)	0	8	0	,,
For Hire of Tubs	0	8	0	,,
For Hire of 5 ton Trucks	3	0	0	,,
For Hire of 10 ,,	6	0	0	,,

9. Weighing or measuring goods 3 annas per ton and a further charge of Rs. 2 per day when a clerk is employed.

10. For certificates of weight or measurement Rs. 5 each.

11. Imports. RENTS.

A.—*Import Goods except Iron and Steel as specified under item No.* 210. Sugar, rice and dutiable goods will be allowed 7 days and duty-free goods 5 days free of rent after landing. After these free days have expired, extra rents will be incurred for every 3 days, or part of 3 days at the rate of one-third of the wharfage fee to which the goods may be liable. Immediately after the expiry of free days goods may be removed into the Warehouse for Unclaimed Goods. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust, or rubbish.

B.—Iron and Steel as specified under item No. 210 and mild steel, *i.e.*, steel other than fagot, keg, spring or octagon, will be allowed 9 days free of rent after landing. After these free days have expired, such goods may be removed into the warehouses for unclaimed goods, but if allowed to remain within the limits of the Dock sheds or quays, will be charged rent for the area occupied at the rate of Rs. 20 per 500 square feet per mensem when stored on the open ground and Rs. 30 per 500 square feet per mensem when stored in sheds.

12. Exports.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock.

G.—Shut-out cargo will allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

H.—Grain or Seeds brought to the Docks direct by rail and found to be unfit for shipment by reason of the inferiority of quality may be removed from the Dock premises without payment of any wharfage fee, provided the removal takes place within 24 hours of arrival. On the expiration of 24 hours the usual rates will become chargeable.

13. In computing the days for charging rents, Sundays and the holidays enumerated in bye-law No. 85* as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted.

14. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

15. Import goods delivered into lighters alongside for removal out of Dock will be charged ½th of wharfage rate; export goods taken on board from lighters alongside will be charged ½rd the wharfage rate. Opium taken on board vessels in Wet Docks from lighters alongside will be charged 2 annas per chest, or 1 anna per half-chest.

16. Burst bales, &c., relanded in course of shipment, for repacking, will not be charged a second wharfage fee.

17. For cotton, coir and wool brought by boat for shipment overside, when bales are burst, and when for that or any other reason they require to be landed at the Docks, the following charges will be levied :—

	Cotton.	Coir.	Wool.
On landing, if work is done by Mukadam, per bale .....Rs.	0 0 6	0 0 9	0 0 6
On re-shipment do..... „	0 0 6	0 0 9	0 0 6
On re-shipment, if work is done by Trust, per bale ..... „	0 2 0	0 2 9	0 4 6

18. Railway materials for the G. I. P. and B. B. and C. I. Railway Companies forming part of a general cargo will within the limit hereafter mentioned be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but when such Railway materials form three-fourths or more of the entire cargo of a vessel the vessel shall pay overside charges at the usual rate on the full quantity discharged in the Docks.

Railway materials entitled to free over side delivery under this clause, when landed on the quay for ship's convenience and afterwards re-shipped into boats, will be treated as transhipment cargo under Rule 23.

19. Ordinary Ballast brought from a Port Trust Bandar, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bandar. Ballast brought from elsewhere into Dock will be charged the Trustees' "outlying Bandars" wharfage fee, but ballast, brought or taken away by cart will be charged 4 annas per ton.

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*BYE-LAW.—Working hours at the Dock shall be from sunrise to sunset, except on Holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birth Day, and any fast or thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted. The day on which goods are landed will be counted as one of the free days except when goods are landed after sunset when the free days will not commence until the following morning.

20. DOCK DUES.

A.—In addition to the foregoing charges on goods, every square-rigged vessel using the Docks (except troop-ships, for which special rates may be arranged,) will be charged 1 pie per ton per diem, the minimum charge (troop-ships excepted) being Rs. 25 for each square-rigged vessel.

B.—Vessels occupying a berth on the outside face of the Dock shall be charged half Dock dues in every case in which there may not be a berth available inside the Dock.

C.—Vessels will not be charged for Sundays or the holidays enumerated in Bye-law No. 85 when no work is done.

D.—A vessel lying in Dock without cargo waiting for charter or cargo, and not working, shall nevertheless be charged full Dock dues for the time she so lies idle.

E.—Dock dues on all country craft (not square-rigged,) will be charged at the rate of 2 pies per ton diem.

F.—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.

G.—Charges for vessels entering the Wet Docks for repairs :—
For vessel 250 feet long and under .....Rs. 12 per diem.
For vessels over 250 feet in length.....Rs. 18 per diem.

21. NIGHT AND HOLIDAY WORK.

The charges for night work at Wet Docks shall be as follows :—

A.—Rs. 30 per night from 7 P. M to 3. A. M.
Rs. 15 per half-night from 7 P. M. to midnight

B.—When gates are opened for receiving and de livering cargo, Rs. 15 per night from 7 P. M. to 3 A. M., and Rs. 7½ per half-night from 7 P. M. to midnight, or from midnight to 3 A. M., to be paid by each ship receiving goods through a Dock gate after working hours, except in the case of State Railway materials, the charge for which will be Rs. 3 per night and Rs. 1½ per half-night.

C.—The following extra rates shall be charged for work done in Wet Docks on Sundays and Holidays :—
For work done any time between midnight on Saturday and midnight on Sunday.....Rs. 200
For work done on holidays..... „ 30 per day.
„ „ ..... „ 15 per half-day.

D.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half-day will be charged, except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half-day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

22. Boats using the East Wharf of the Wet Docks shall be charged the regular Bandar rates on goods and boats.

23. On goods landed at the Wet Docks and previously entered for transhipment, the following wharfage fees shall be charged :—

Foreign Merchandise.

1. Iron and machinery and other bulky goods classed as machinery exceeding 5 tons, sugar other than loaf or chopped sugar in cases, and dates : [scale.
One-third the import wharfage fee laid down in the dock

Other articles .... 8 annas a ton.

Indian Produce and Manufactures.

1 Cotton and grain of all sorts ..... 2½ annas per ton.

2. Groundnuts, Myrabolams, Oil-seeds and Jagree..... ..... 3¾ annas per ton.

3. All other Indian produce and manufactures. 6 annas per ton.

This fee will cover the right to storage for five days; thereafter the ordinary dock ground or shed rent charges will be levied.

Prior arrangements shall be made with the Dock Superintendent for the labour required in the handling and storage of transhipment goods, and the cost of such labour shall be borne by the transhippers.

In the case of liners having preferential berths, special arrangements may be made with the Dock Superintendent as to the period during which free storage will be allowed.

24. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates. This is liable to the provisions of Dock Bye-law No. 30A.

25. The Dock Superintendent is authorized to land, at the expense of the trust, whatever quantity of cargo may be necessary to enable a vessel to come into Dock, should it appear to him desirable to incur such expense. The goods so landed to be liable to ordinary Dock rates.

26. The Trustees will send out free of charge to vessels in the stream (ordinary Dock rates having previously been paid) such quantity of cargo not exceeding 500 tons, as, owing to insufficient depth of water, such vessels may be unable to load while in Dock provided that the vessel to which cargo may be taken shall have loaded in Dock to the greatest extent that the depth of water there will allow prior to sailing

27. Goods will only be sent out to the stream on the written order of the Agent specifying description and quantity; or in the case of a vessel having no Agents, then under such special arrangements as the Dock Superintendent may consider necessary for the security of the Trust.

28. In the case of cargo sent to a vessel in the stream and there shut out, the ship's Agents will be required to pay for its loading and taking out and for its return and landing, at the Docks, or, if so directed by the Agents, at any Bandar, at the rate of one Rupee per ton.

29—CRANAGE.

Vessels will be charged for the use of the Trustees' cranes as follows:—

A.—On a ship applying for cranes, if they are supplied, payments must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day, and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes required for the whole or half of the following day to be made by 4 P. M. to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Applications for cranes at night, whole or half, to be made to the Shed Manager before 4 P. M.

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night or full day or night will be charged for.

G.—Should cranes for which application has been made for half night only be required for the whole night, application to be made at least two hours before the end of the half night to the Shed Manager.

H.—All applications for cranes to be in regular book forms with counterfoils, and to be signed by the Ship's Officer on duty, showing number of cranes required, from what time, and for how long.

J.—The following rates will be charged for the use of the Trustees' cranes :—

For each 1½-ton crane per day or per night.....Rs. 5 0 0
For each 1½-ton crane per half day or half night..... „ 2 8 0

Day to be from 6 A.M. to 6 P.M. Half day to be from 6 A.M. to noon or noon to 6 P.M. Night to be from 7 P.M. to 3 A.M. Half night to be from 7 P.M. to midnight or from midnight to 3 A.M.

Any part of day or night less than a half will be charged as a half day or night.

K.—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats or country crafts will be charged for the use of the 1½-ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 5.

L.—When hand cranes are used at Wet Docks the ordinary Dock cranage rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30-cwt. steam crane can be made available, or they may ship from the east wharf, where Bandar cranage rates are charged.

M.—For weights over 1½ tons and not exceeding.

			5 tons...Re.	1	0	0	per ton.
„	5 „	„	8 „ ...Rs.	2	0	0	„
„	8 „	„	11 „ ... „	3	4	0	„
„	11 „		... „	4	0	0	„

N.—These charges will only be levied when Trustees cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery will be charged by measurement, or weight at option of Dock officers; if by measurement, forty cubic feet will be considered a ton, and the rate per ton shall be

that at which the dead weight is chargeable. This rule will apply to wharfage as well as to cranage rates.

Q.—Vessels occupying the crane berth only for the purpose of using the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees.

R.—An additional charge of Rupee 1 per ton will be made when articles require to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied :—

For ships of tons.	Mainmast.	Foremast.	Mizenmast.	Bowsprit.
	Rs.	Rs.	Rs.	Rs.
1,500 to 2 000	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

T.—In the case of masts and bowsprits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed : the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton, or lift, as may be agreed upon with the Dock Superintendent.

30. The toll for the use of sidings at the Wet Docks is not to exceed four annas per ton and may be fixed within this limit by the Trustees from time to time.

31. For the use of the other sidings on Port Trust Estate the following charges will be levied :—

For Salt loaded or unloaded, 3 annas per ton.
„ Coal do. do. 2 do.
„ Firewood, charcoal and timber, Rs. 1¼ per loaded wagon.
„ Cattle, Rs. 1¼ per wagon.
„ State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.
„ All other goods, 4 annas per ton.

BOMBAY PORT TRUST.

RULES FOR GUIDING ISSUE OF WARRANTS, CHARGES, &c.

Bye-laws, made by the Trustees of the Port of Bombay under Section 73 of the Bombay Port Trust Act, 1879, with regard to Warehousing of Goods in Port Trust Warehouses, Granting Warrants for Goods, and other Cognate Matters.

1. Non-hazardous goods, whether dutiable or free, will be received into the Trustees' warehouses for custody on application made on Forms 1, 2, and 2 A (see Schedules A, B, and B (1), attached hereto at the rates laid down in the table of charges annexed to these rules.

2. Hazardous Goods will be held to include cotton (except in full-pressed iron bound bales), vegetable fibres and grasses of all kinds, rags, mungo, waste of all kinds, pitch, tar, rozin, turpentine, brimstone, saltpetre, nitrate of soda, nitro-glycerine, gunpowder, fulminating powder, lampblack, tallow (manufactured or unmanufactured), including steraine candles, oils of all kinds, naphtha, camphine, liquid paraffin, petroleum and its products, varnish, spirits of all kinds (not in bottles), caoutchouc, gutta-percha, lucifer and percussion matches of all kinds, &c., and will not be received into the Trustees' warehouses. Paint mixed with oil, &c., is added to the list of hazardous goods which will not be received into Trustees' Warehouses.

3. Goods will be warehoused under "warrant" or without issue of "warrant," according to the desire of the warehousing party.

Goods lodged under "warrant" will be known as "warrant goods" and goods lodged without issue of "warrants" as "non-warrant goods."

4. For "warrant goods" stamped warrants will be issued on Forms 3 and 4 (see Schedules C and D hereto attached), but for "non-warrant" goods a receipt will be granted on Form 5 (see Schedule E).

5. "Non-warrant goods" will be delivered in whole or in part according to written delivery orders from the holders.

6. "Non-warrant goods" will be transferred from any one depositor to another on a written authority from the original depositor; in such cases a fresh receipt (Form 5) will be issued in the name of the transferee.

7. "Non-warrant goods" once transferred to another party will only be delivered upon delivery orders signed by the transferee, who can, however, also transfer to a third party and so on, the last transferee being always considered the holder of the goods.

8. In the case of goods in the dock transit sheds which are to be warehoused the applicants must first settle all the dock wharfage, landing charges, &c., and attach to his application the necessary customs document. The receipt for dock charges paid must also be produced for inspection if required.

9. Warrants will only be issued provided that there is no lien for freight or otherwise on the goods to be lodged and provided that all Port Trust charges for wharfage, landing, &c., are first paid.

Subsequent charges must be paid by the holders of the warrants, before delivery of the goods.

10. Warrants will be transferable by endorsement without production of the warrants to the Trustees.

11. Goods covered by a warrant cannot be delivered without production and delivery of the warrants.

12. Proprietors of goods may pay rent and incidental charges on goods covered by warrant up to any desired date and have new warrants issued.

13. Warrants will be made out for such quantities of goods as may be convenient to reporters, provided that the lotting operations have been satisfactorily completed beforehand.

14. Should the delivery of the whole contents of a warrant be directed and the goods not be removed within two days, a new warrant for the remainder of the goods incurring rent from the date of return of the original warrant must be taken out.

15. When the holders of warrants are desirous of assigning part contents without delivery, re-weighing, re-housing, &c., new documents may be obtained in exchange for the originals duly endorsed. The endorsement should specially direct the manner in which the contents are to be divided and state the names of the parties in whose favour e warrants are to be issued in the following form :—

" Please to divide the within" or, (when part is to be delivered) " Deliver to bearer (state how many packages) and grant new " " one for (state how many packages) in favor of , one " for," &c.

16. If desired by the holders warrants may be exchanged or divided without assigning the goods.

17. Original warrants will be charged for at the rate of 5 annas each, which will include the cost of stamp. Other warrants, in lieu of those returned will be charged for at the rate of 6 annas each including the cost of stamp.

18. If from the nature of the contract between the seller and the buyer re-weighment should be necessary, new warrants, if desired, will be issued on deposit of the original warrants endorsed with directions to that effect containing the landing weights and re-weights as soon as the operations have been completed.

19. When any alterations, such as re-packing, &c., are to be made the warrants must be lodged, and others representing the goods as re-packed, &c., will be issued.

20. In the case of casks of liquids made use of to fill up others the warrants for such casks must be lodged, and the proprietor may either have a new warrant for the remainder or it may be delivered to his order.

21. In the last three cases the operations performed will be charged for in addition to the cost of any new warrants that may be issued.

22. In the event of warrants being lost or mislaid, duplicates will be issued on application, but an engagement by the owners and a substantial surety (in Form 6 appended), to indemnify the Port Trust in case of any claim being made on the original documents, must accompany the application ; the loss of the warrants must also be advertised once at least in two English and two native local newspapers.

23. No duplicate warrants will be issued until seven clear days from advertisement of loss in the newspapers have elapsed.

24. On notice of loss of any warrants being given, the goods covered will be at once stopped until either duplicates are issued or the missing warrants are produced.

25. After duplicate warrants have been once issued, the originals, if produced, will not be acted upon.

26. A charge of 1 rupee in addition to cost of stamp will be made for every duplicate warrant issued.

27. Irregularities in endorsements on warrants must be carefully avoided by holders, as they not only lessen the security of the proprietors of goods and render the warrants incomplete as authorities, but also give rise to impediments in the regular despatch of business.

28. No unauthorized or irregular endorsement on warrants will be accepted or acted upon.

29. Weight notes corresponding to warrants will be furnished, when required, at a charge of annas 4 for each.

30. Part contents of goods specified in a warrant cannot be delivered unless the warrant is returned and fresh document taken out for the balance.

31. Rent for all goods placed in the warehouse will be charged per week, and part of a week will be charged as a whole week ; the rent will commence from the date of application, and will be charged for the entire quantity of goods specified in the application.

32. In cases of goods transferred from one party to another, rent will commence for a fresh week from the date of transfer, the same

as when a deposit is made ; no abatement of rent for any unexpired portion of a week will be made to the transferer, the operation of transfer being considered in the same light as a delivery.

33. Goods placed in the warehouse will remain at the risk and expense of the depositors until a receipt or warrant be granted.

34. Goods once taken delivery of by owners under a clear receipt and not removed forthwith from the warehouse premises will remain at the risk and the expense of owners, and no responsibility in connection therewith will rest with the Trustees.

35. The Trustees will not be answerable for any damage or loss suffered by merchandise while in the Trust warehouses if such damage or loss be the result of natural or unavoidable causes. Responsibility will only be admitted when the damage or loss has been in consequence of want of proper care or attention on the part of the Trustees.

36. The Trustees will not be responsible for contents of packages when the outward condition on delivery is the same as when the packages were first received into the warehouse.

37. Permission will be given for the opening of packages for appraisement, extracting of samples, &c., but all packages so opened without their condition having been questioned will be considered as taken delivery of, and no claim for damage subsequently discovered will be allowed.

38. Packages that have been once opened will lie in the warehouse at the risk of the owner.

39. As a principle no non-warrant goods will be delivered until all rents and charges due in respect of them be fully paid up, but this rule may be relaxed for the convenience of merchants having monthly transactions and accounts at the warehouse.

40. When charges for goods in the warehouses are made by bills such charges must be paid within two months after presentation of the bills ; in case of non-payment of charges within the two months, the Trustees shall have the right to stop delivery of all goods in the warehouses standing in the names of the parties owing any rents or ther warehousing charges until full settlement be effected.

41. The Trustees' warehouses will be closed on Sundays and on the general public holidays, viz. :—

Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees.

On other days the warehouses will be open from 7 A.M. till 5 P.M.

B. H. POTTINGER, Colonel,
Acting Secretary to Government.

Schedule A., referred to in Section 1.

FORM 1.

No. Registered No. of

Bombay, 189

THE SUPERINTENDENT,
PRINCE'S DOCK WAREHOUSES.

Please receive into your Warehouses the undermentioned packages ex S. S.
and hold them to charges will be paid by

Marks.	Numbers.	Number and kind of Packages.		Description of Goods.
	Total...			

Signature—

Address—

Schedule B., referred to in Section 1.

FORM 2.

BOMBAY PORT TRUST.

To

THE TRAFFIC MANAGER, BOMBAY PORT TRUST,
WARRANT WAREHOUSE.

Bombay, 189 .

Please to prepare Warrants in the name of to
for the undermentioned Goods about to be exported in the S. and issue Weight Notes agreeably
by
to such directions as you may receive from

Signature—
Address—

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Schedule B. (1), *referred to in Section* 1.

FORM 2A.

BOMBAY PORT TRUST.

To

THE TRAFFIC MANAGER, BOMBAY PORT TRUST,

WARRANT WAREHOUSE.

Bombay, 189 .

Please to prepare Warrants in the name of Captain
for the undermentioned Goods imported in the S. on the 189 ; and
from entered by
issue Weight Notes agreeably to such directions as you may receive from

Signature—

Address—

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Schedule C., referred to in Section 4.

FORM 3.

BOMBAY PORT TRUST WARRANT.

WAREHOUSE DEPARTMENT.

Lot No. Rotn. No.

Bombay, Dated this 189 .

Warrant for the Goods noted below, warehoused by for export to by S. expected to sail on deliverable to or order by endorsement hereon. Rent commences on the and all other charges from the date of this Warrant.

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

To No.

Date

Superintendent, Warehouses. Traffic Manager, Bombay Port Trust,

The Port Trust is not liable for damage or loss from unavoidable causes.

Schedule D., referred to in Section 4.

FORM 4.

BOMBAY PORT TRUST WARRANT

WAREHOUSE DEPARTMENT.

Lot Rotn. No.

Bombay, Dated this 189 .

No.

Warrant for the Goods noted below, imported in the S. Captain

from entered by on the deliverable

to or order by endorsement hereon. Rent commences on the

and all other charges from the date of this Warrant.

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

o No.

Date

Superintendent, Warehouses. Traffic Manager,
Bombay Port Trust.

The Port Trust is not liable for damage or loss from unavoidable causes.

Schedule E., referred to in Section 4.

FORM 5.

No. of 189 .

No.

BOMBAY PORT TRUST.

PRINCE'S DOCK WAREHOUSES.

Received from

The following Goods warehoused by

Marks, Nos. and Address.	Packages.	Description.	Ship.	Remarks.
1	2	3	4	5

For Superintendent,
Prince's Dock Warehouses.

189 .

The Port Trust is not liable for damage or loss from unavoidable causes.

FORM 6.

We (or I), *A.B.*, now of , and of , are jointly and severally bound to the Trustees of the Port of Bombay, their successors, and assigns, in sum of Rs. to be paid to the said Trustees, their successors, or assigns, for which payment we jointly and severally bind ourselves respectively and our legal representatives.

C. D.

The stamp will be in accordance with the Stamp Act, Schedule No. 23.

Surety Double the value of the goods in respect of which the warrant has been lost

Dated this day of 189 .

Whereas the Warrants dated the day of 18 and bearing Numbers which were issued by the said Trustees to in respect of have been lost or mislaid. And whereas the said are owners of the said goods and have on the advertised in the newspapers the loss of the said Warrants but no answer has been received to the said advertisements and the said have applied to the said Trustees to issue Duplicates of the said Warrants which they have agreed to do upon receiving this Indemnity. And whereas the said hath at the request of the said agreed to become their surety for the performance of the conditions hereinafter contained. Now the condition of the above written Bond is such that if the said and and the said and their respective legal representatives or any or either of them shall and will from time to time and at all times hereafter effectually indemnify and save harmless the said Trustees, their successors, and assigns, from and against all suits, costs, charges, damages, claims, and demands whatsoever which shall or may at any time or times hereafter be brought or prosecuted against the said Trustees, their successors or assigns by any person or persons whomsoever by reason of the said Warrants not having been produced or having been lost, mislaid, or dealt with in any way, or by reason of the said duplicate Warrants having been handed over by the said Trustees to the said or for or by reason or on account of any other matter or thing whatsoever in any wise relating to the premises, then the above written Bond is to be void and of no effect, otherwise the same shall be and remain in full force and virtue.

Mention the goods.

How many times.

Signed, sealed and delivered by }

No 7.—Under the provisions of Section 43 of the Port Trust Act, 1879, and the Port Trust Amendment Act VI. of 1883, the following rates will be charged for the rent, storage and delivery of goods deposited in the Port Trust Warehouses on and after 1st April 1885 :—

BOMBAY PORT TRUST.

WAREHOUSE DEPARTMENT.

Scale of Charges for "Warrant" and "Unwarrant" Goods.

	Goods.	Charges. Per	Removing and Storage Charges. Rs. a. p.	Rent per Week or portion of a Week. Rs. a. p.
1.	Alum	Ton	0 8 0	0 1 6
2.	Beef and Pork	Tierce	0 4 0	0 0 6
3.	Do.	Barrel	0 3 0	0 0 4½
4.	Canvas	Bale up to 12 c. ft.	0 2 0	0 0 6
5.	Do.	,, above 12 c. ft.	0 3 0	0 1 0
6.	Cardamoms	Cwt.	0 0 6	0 0 2
7.	Cement	Ton	0 8 0	0 1 6
8.	Coffee	,,	0 8 0	0 1 0
9.	Copperas	,,	0 8 0	0 2 0
10.	Cotton	Pressed Bale	0 1 6	0 0 6
11.	Cutlery	Package measurement.		
11a.	Earthenware retorts and piping for rainage	To be charged by measurement.		
12.	Ginger, dry	Ton	0 6 0	0 1 6
13.	Glassware and Earthenware.	Package measurement.		
14	Grain	Ton	0 5 0	0 0 9
15.	Groundnuts	,,	0 5 0	0 0 9
16.	Gums	,,	0 8 0	0 1 6
17.	Gunnies	Bale, large	0 3 0	0 0 9
18.	Do.	,, small	0 2 0	0 0 6
19.	Hardware	Package measurement.		
20.	Hessians	Same as for canvas.		
21.	Machinery	Ton	1 8 0	0 3 0
	METALS—			
22	Iron—Hoop, Sheet, Nail & Rod	,,	0 8 0	0 1 0
23.	Do.—Bars and Bundles	,,	0 8 0	0 1 0
24.	Copper & Yellow Metal, in cases	,,	0 10 0	0 1 0
24a.	Do. do. in bundles	,,	...	0 1 6
25.	Zinc Sheets	,,	0 8 0	0 1 0
26.	Copper, Zinc, Spelter, Tin, in Tiles or Sheet	,,	0 8 0	0 1 0
27.	Indigo	,,	0 8 0	0 2 0
28.	Mother-o'-Pearl Shells	,,	0 8 0	0 2 0
29.	Myrabolams or (sal nuts)	,,	0 5 0	0 0 9
29a.	Newspapers, old, in bales	C. foot	0 0 3	0 0 0½
30.	Oil Seeds	Ton	0 5 0	0 0 9
31.	Opium	Chest	0 4 0	0 4 6
32.	Paper, in bales or cases	Package	0 3 0	0 0 6
33.	Paints	Ton	0 8 0	0 1 0
34.	Pepper	,,	0 6 0	0 1 6
35.	Piece-Goods	Bale below 15 c. ft.	0 2 0	0 0 6
35a.	Do. per bale of 15 c. ft. and upwards	Per c. foot	0 0 2	0 0 0½
36.	Sandal and Sapan wood	Ton	0 8 0	0 2 0
37.	Senna Leaves	,,	0 6 0	0 1 6
38.	Sharkfins and Fishmaws	,,	0 8 0	0 4 0
39.	Shawls	Package	0 4 0	0 4 0
40.	Sugar	Ton	0 6 0	0 0 9
41.	Spices except Cardamoms	,,	0 8 0	0 1 0
42.	Tea	Chest	0 1 0	0 0 3
43.	Tin Plates	Ton	0 8 0	0 1 0
44.	Turmeric	,,	0 6 0	0 1 0
45.	Twist and Yarn	Bale	0 2 0	0 0 5
46.	Wool	Pressed Bale	0 2 0	0 0 6
47.	Unenumerated goods, if charged by measurement	C. foot	0 0 3	0 0 1
48.	Do. do. by weight	Ton	0 8 0	0 1 6

1 Loading or unloading of carts will be charged for as under :—

		Rs.	a.	p.
1.	Loading or unloading packages up to 2 cwts. each, per cart	0	1	0
2.	Loading and unloading together packages up to 2 cwts. each, per cart	0	1	6

3. Loading and unloading together of packages over 2 cwt. each at rates to be arranged with the Traffic Manager.

4. The Traffic Manager will have the option of allowing merchants to do their loading and unloading of carts or of having the service performed departmentally.

5. Weighment of goods will be charged for at the rate of 3 annas per ton.

6. Goods weighed and restored by the Warehouse department will be charged one half of the original removing and storing charges.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

BOMBAY PORT TRUST.

Bye-Laws under Sections 85 *and* 88 *of the Bombay Port Trust Act* 1873, *and Sections* 73 *and* 74 *of Bombay Port Trust Act* 1879.

1. Smoking or the use of any unprotected fire or lights on any Port Trust wharf, bunder, or property, where such practices may be prohibited by notice boards, will be liable to a fine not exceeding fifty Rupees for each offence.

2. In the event of a receipt for Port Dues being lost or destroyed a fee of one Rupee will be charged for a duplicate.

3. In the event of a receipt for wharfage or other fees, chargeable under Section 57 of the Port Trust Act, being lost or destroyed, or in the event of a duplicate receipt being for any reason required, a fee of four annas shall be charged for such duplicate.

4. Any person spitting beetle-nut, or throwing dirt or rubbish in, or otherwise soiling, the passenger-shed at Mazagon Bunder, shall be liable to a fine not exceeding Rupees ten for each offence.

5. It is strictly prohibited to bathe, or to wash cattle or clothes, with the water supplied to the troughs on the Port Trust Estate. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees ten for each offence.

6. Passing of foot-passengers, or of carriages, carts or horses, or the driving of animals over the level crossings of railway lines leading to the Prince's Dock, to the Musjid and Carnac Bunders, and to the Mody Bay Reclamation, is strictly prohibited when a railway train or engine is approaching, of which due warning will be given by the ringing of a bell. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees ten for each offence.

7. Obstruction of the approach to any wharf, landing-place, or jetty of the Port Trustees of Bombay, by any boat remaining alongside while not actually engaged in loading or unloading cargo, after the Tindal or owner shall have been warned by an officer of Port Trust to keep a clear passage for other boats, is strictly prohibited. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees twenty-five for each offence.

8. Any person obstructing any road, thoroughfare, or pathway on the Port Trust Estate by placing thereon goods or other articles for storage, or in any other manner obstructing or hindering the way shall, after having been given due notice by a Port Trust officer, to clear away the obstructions, in case of refusal or non-compliance, be liable to have the obstructing goods, articles or other hindrances removed at his expense by the Port Trust officers, and be further liable to a fine not exceeding Rupees twenty-five for each offence.

9. Parties may be allowed to erect varandahs, sunshades, and other projections not exceeding 4 feet in width over roads or foot-paths on the Port Trust Estate on the payment of half rent or value for the land so projected over, they having no claim to the land in question; but no projection to be made under 12 feet from the ground.

10. The owner of every ferry steamer or other vessel carrying passengers to or from any Port Trust wharf shall make proper provision for the safe and orderly embarking and disembarking of all passengers carried in his vessel, subject to a penalty not exceeding Rupees one hundred for each occasion on which he may fail to do so.

11. Claims for refund of wharfage fees, extra fees, &c., must be preferred within two months from the date on which the wharfage fees, extra fees, &c., have been paid, otherwise no refund will be permitted.

12. No claims for less than Rupees two for refund of wharfage fees, &c., will be admitted unless in cases where charges have been made in excess of proper rates through an error of the receiving clerks.

13. No person or persons shall cause or permit to be thrown or discharged into any basin vested in Government or in the Trustees, as the case may be, or into the harbour of Bombay from any vessel, building or land belonging to him or them or under his or their control, any filth, rubbish or other matter or thing liquid or solid likely to create or increase a nuisance.

Any person infringing this Bye-law shall be liable to a penalty not exceeding Rs. 100, and for a continuing infringement to a penalty not exceeding Rs. 50 per diem for every day after notice of such infringement shall have been given by this Board.

13 *A*. Bilges before being cleaned out shall be freely flushed, and they, as well as tanks, shall be left open for at least one hour before any one is allowed to enter for the purpose of cleaning them or otherwise. During this time, and while the cleaners or others are at work either in bilges, tanks, or other confined spaces, a constant supply of fresh air shall be pumped into such bilge, tank, or other confined space by means of a ventilating fan fitted with a stout permanently distended hose sufficiently long to reach the most distant compartment. Masters of vessels shall be held responsible for any accidents arising from neglect of these precautions.

14. The Traffic Manager may at his discretion prohibit the deposit of coal, coke, cinders, ashes and fuel on any of the wharf roads.

15. In the case of goods brought by vessels sailing under a General Pass granted by the Collector of Customs, before any such goods are landed at the Trustees' Bunders, *i.e.*, at their wharves, piers and landing-places other than the wharves, piers and landing places at Prince's and Victoria Docks, or having been landed before such goods are removed from the Trustees' premises, the owners or importers of the goods shall prepare a declaration note, in duplicate, in the form shown in Schedule A, stating the number, marks and description of the packages, and the sort and weight of the goods intended to be landed, and comply with the following bye-laws.

This declaration note shall be handed by the owners or importers to the Trustees' Officers at the Mody Bunder Traffic Office for examination.

The duplicate will be retained in that office and the original returned to the owners or importers, who must present the said original declaration note to the officers employed in the collection of the Trustees' charges at the Bunders, where the goods have been or are intended to be landed, and pay the Trustees' charges on the goods specified in the note, before such goods shall be removed from the Trustees' premises, and on such removal of the goods shall surrender the note to the said officers.

16. Landing place at the Apollo Pier.—The steps at the east face of this pier shall be the ordinary landing place for launches, cutters, gigs, or other vessels propelled by steam power, to go alongside for the purpose of landing or embarking passengers or for any other purpose.

It is prohibited for the above vessels to use the slope or inside steps on the north side of the pier or the slope on the south side except between the 15th May and 15th September each year.

Penalty for infringement of this Bye-law, Rs. 50 (fifty).

SCHEDULE A.

Duplicate.

FOR BOMBAY PORT TRUST.

Declaration of Goods imported per S. S. "_____"

from _____ by _____

To be landed at _____ Bandar.

Marks and Number.	Quantity or number of Packages.	Description of Goods.	Weight.	Remarks.

_____ do hereby declare that the contents of this Declaration are truly stated.

Bombay, _____

Importer,
Owner, or Consignee.

To be filled by Port Trust.

Boat Note No. _____

Declaration Note Nos. _____

(Signature) (Date)

Original.

FOR BOMBAY PORT TRUST.

Declaration of Goods imported per S. S. "_____"

from _____ by _____

To be landed at _____ Bandar.

Marks and Number.	Quantity or number of Packages.	Description of Goods.	Weight.	Remarks.

_____ do hereby declare that the contents of this Declaration are truly stated.

Bombay, _____

Importer,
Owner, or Consignee.

To be filled by Port Trust.

Boat Note No. _____

Declaration Note Nos. _____

(Signature) (Date)

BOMBAY PORT TRUST.

SCALE OF WHARFAGE, CRANAGE, AND OTHER FEES TO BE CHARGED AT PORT TRUST BANDARS.

Sanctioned under Sec. 43, "Bombay Port Trust Act, 1879."

See Sec. 30, page 34.—Goods landed at or shipped from the Chaupati, Mahim and Warli Bandars, and also the Bandars north of Esmael Hubib Bandar, with the exception of the Gunpowder Magazine Wharf, will be charged half the rates laid down in this Table for wharfage and half the rents and extra fees, Basin rents and Scale fees laid down in sections 2, 3 and 4, page 24, and in sections 18, 19 and 20, pages 29, 30, 31 and 32.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
1	Acids	Case	0 4 0
2	Ærated waters	One doz.	0 0 3
3	Akroots (walnuts)	Package	Measurement
4	Ale, beer, porter, and cider ...	Hogshead	0 4 0
5	Do. do. in wood ..	Kilderkin	0 2 0
6	Do. do. in bottles ..	1 doz. qts. or 2 doz. pints	0 0 6
7	Do. do. in firkins of 9 gallons...	Firkin	0 1 3
8	Alkali (sajekar)	Ton	0 12 0
9	Almonds	,,	0 12 0
10	Aloes, black	,,	0 12 0
11	Alum (fatki)	,,	0 8 0
12	Ambasee (dried mango) ...	,,	0 12 0
13	* Anchors, grapnels, &c., English.	,,	0 8 0
14	Do. do. country	Coolie-load	0 0 6
14*a*	Do. do. do.	Cart-load.	0 6 0
15	Animals—*see* Live Stock.		
	Animals and plants for public gardens in India	...	Free
16	Antimony (soorma)	Ton	0 12 0
17	Apparel, not accompanying passengers	Package	0 2 0
18	Arrowroot, country	Ton	0 12 0
19	Do. foreign	Case or package	Measurement
20	Arsenic	Package	Do.
21	*Asphalte	Ton	0 8 0
22	Asafœtida, in bulk (bing) fine...	,,	2 8 0
23	Do. do. do. ...	Case or package	0 4
24	Do. coarse (Hingola) ...	Ton	0 12 0
25	* Ballast stones	Boat under 25 tons burden	1 0 0
26	* Do.	Boat over 25 and up to 50 tons	2 0 0
27	* Do.	Boat over 50 tons burden	2 8 0
28	* Bamboos	Regd. ton of vessel	0 2 0
29	* Do. tokers by raft ...	One hundred	0 8 0
30	* Do. and tokers ...	Cart-load	0 2 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
31	* Bamboo blinds, in bundles ...	Regd. ton of vessel	0	2	0
32	* Do. do. do. ...	One hundred bundles	0	8	0
33	Do. do. do. ..	Cart-load	0	2	0
34	Bangles, country	Package	0	1	0
35	Do. do.	Cart-load	0	6	0
36	Do. foreign	Case	0	2	0
37	Bardans (old gunnies) ...	Bundle of 25 pieces or part thereof.	0	0	3
38	* Bark, shemby	Regd. ton of vessel	0	6	0
39	* Do. of sorts	Ton	0	12	0
40	* Baskets, cane	One dozen	0	0	6
41	* Do. bamboo	,,	0	0	3
42	Beads, in bags	Bag	0	2	0
43	Do. in cases	Case	0	2	0
44	Bedsteads, country	Each	0	2	0
45	Beef or Pork	Tierce	0	4	0
46	Do do.	Barrel	0	2	0
47	Beeswax	Package	0	2	0
48	Betelnut	Ton	0	9	0
49	Betel-leaves	Package	0	0	6
50	Do.	Cart-load	0	4	0
51	Bhang	Ton	1	4	0
52	Bhat (paddy)	Candy of 20 furrahs	0	3	0
53	Biscuit, ship	Ton	0	12	0
54	Do. in cases	Case	Measurement		
55	Do. in tins	One dozen	0	3	0
56	Billiard-tables	Each	5	0	0
57	Blood stones	Case or package	0	2	0
58	* Boats (bodies)	Each	0	4	0
59	* Boats, jolly	,,	0	8	0
60	* Boats, muchwas and bullows.	,,	0	8	0
61	Boilers—*see* special rates at p. 35.				
62	* Bones	Ton	0	9	0
63	Books	Case	Measurement		
64	Boots and shoes, English ...	,,	Do.		
65	Do. do. country ..	Bundle or package	0	1	0
66	Borax (unrefined)	Ton	0	12	0
67	*Bottles, empty	Crate, cask or case over 8 cubic feet	0	2	0
67a	* Do. do.	In packages up to 8 c. feet, per c. foot	0	0	3
68	* Do. do. loose	Cart-load	0	3	0
69	* Do. do. ...	Coolie-load	0	0	6
70	* Boxes, country, empty ...	One dozen	0	4	0
71	* Do. unmade, from Malabar Coast ...	Registered tonnage of cargo boat.	0	4	0
72	* Do. do.	Cart-load	0	4	0
73	* Do. horse & cattle, empty§	Each	0	8	0
74	Bran	Candy of 8 furrahs or 2¼ cwt.	0	1	0
75	Brass leaves—*see* Orsidue.				
76	Brass of sorts and ware ...	Ton	0	8	0
77	Do. do. when no weight is given	Package	Measurement		
78	Bricks, bath	Case	0	1	0
79	* Do. and tile, country ...	Regd. ton of vessel	0	2	0
80	* Do. do. do. ...	Cart-load	0	1	0

§ When horses are landed or shipped in boxes, wharfage and cranage fees should be charged only on the horses.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
81	* Bricks, foreign	Per thousand	1	8	0
82	Brooms	One hundred	0	0	6
83	Bullion, specie, gold and silver-ware, and coins, plate, &c. ...	Box or package	0	4	0
84	Burroo (country pens) ...	Package of 6 c. ft. and under	0	1	0
85	Do. do.	Package over 6 c. ft.	0	2	0
86	* Casks and hogsheads ...	Each	0	1	0
87	* Casks and hogsheads, half and quarter	,,	0	0	6
87a	* Casks and butts, pipes and puncheons	,,	0	4	0
88	* Cables, chain	Ton	0	8	0
89	* Do. hemp	,,	0	12	0
90	* Cadjans	Regd. ton of vessel	0	4	0
91	* Do.	Cart-load	0	4	0
92	Cajoo or cashewnuts	Package	0	2	0
93	Cambay stones	Case or package	0	2	0
94	Camphor	Ton	1	4	0
95	Candles	Cwt.	0	2	0
96	Canes—*see* Rattans.				
97	Canvas	Bale	0	3	0
98	Do.	Bolt	0	0	6
99	* Camphor-wood drawers and boxes	Case	0	4	0
100	Capoor cutchree	Ton	0	12	0
101	Cardamoms	Cwt.	0	2	0
102	Do. bastard—*see* Spices.				
103	Carpets, country	Case or package	0	1	0
104	Do. foreign	,,	0	4	0
105	* Carriages, four-wheeled ...	Each	4	0	0
106	* Do. two-wheeled ...	,,	3	0	0
107	Cartridges, loaded—*see* under Gunpowder 269D.				
108	* Carts, country	,,	0	8	0
109	* Cart-wheels..	Pair	0	4	0
110	Cassa-ware, white metal ...	Ton	0	8	0
111	Catechu	Package of 4 c. ft. and under	0	0	6
112	Do.	Package over 4 c. ft.	0	1	0
113	Cement	Ton	0	6	0
114	Chairs, in bundles ...	Bundle	0	1	0
115	Chairs, loose	Each	0	0	6
116	Chalk	Ton	0	6	0
117	* Charcoal	Regd. ton of vessel	0	2	0
118	* Charpoys	Each	0	1	0
119	Cheese, in cases	Case	Measurement		
120	Do. loose	Each	0	0	3
121	Chemicals—*see* Drugs and Medicines.				
122	Cheroots and Cigars	Case	Measurement		
123	Chillies, dried	Ton	0	9	0
124	* Chilims, for hookas... ...	One thousand	0	1	0
125	China, copper cash	Ton	0	8	0
126	Do. flower pots	Each	0	0	6
127	Do. garden seats	,,	0	2	0
128	Do. preserves & chow-chow.	Case of ½ a doz. and under	0	1	0
129	Do. do. do. ...	Case of over ½ a doz.	0	2	0
130	Do. do. do. ...	Jar or pot	0	0	3

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
131	China, roots	Ton	0	12	0
132	Do. and Japan fancy goods.	Case	Measurement		
133	Do. ware in rolls	One dozen	0	2	0
134	Do. white copperware ...	Case	0	3	0
135	Chooney	Candy of 8 furrahs or 9 Indian maunds	0	2	0
136	* Chunam, loose ...	Regd. ton of vessel	0	2	0
137	* Do. in packages ..	Ton	0	8	0
138	* Do. stones	,,	0	4	0
139	* Clay, China and fire ..	,,	0	8	0
140	* Do. country	Regd. ton of vessel	0	3	0
141	Clay figures	Case	0	2	0
142	Clocks	Case of 8 c. ft. and over	0	8	0
143	Do.	Case of under 8 c. ft.	0	4	0
144	* Coal, coke, cinders, patent fuel, and ashes	Ton	0	1	0
145	Do. do. do. ...	Cart-load	0	1	0
146	* Coal shoots	Each	0	4	0
147	Cocoanuts, loose, when numbers are declared ...	One thousand	0	2	6
148	Do. when numbers are not declared	Package	0	1	0
149	Cochineal	Cwt.	0	2	0
150	Cocum	Ton	0	12	0
151	Do. oil	Case or pot	0	4	0
152	Coffee...	Ton	0	8	0
153	Do. dross	,,	0	6	0
154	Coins, copper...	Box or package	0	1	0
155	Coir Fibre	Ton	0	9	0
156	Do. pressed	Bale	0	1	6
157	Do. rope, cable, cordage and yarn	Ton	0	9	0
158	Colombo root...	,,	0	12	0
159	Confectionery	Case	Measurement		
160	* Coojas or goblets, Muscat ...	One hundred	0	4	0
161	* Do. do. Goa, common.	,,	0	2	0
162	Coormoora (parched rice) ...	Package	0	0	6
163	Coosoomba—*see* Safflower.				
164	* Copper, in sheet, slabs, or tiles	Ton	0	8	0
165	Do. ware and wire .	,,	0	8	0
166	Do. when no weight is given	Package	Measurement		
167	Copperas	Ton	0	12	0
168	Copra...	,,	0	9	0
169	Coral	Package or box	0	8	0
170	Do.. imitation	Case	Measurement.		
171	Cordage and hawsers, hemp, Europe and Manilla ...	Ton	0	12	0
172	Coriander seeds	,,	0	9	0
173	Corks...	Bale or case	Measurement		
174	Cotton, raw, pressed	Bale	0	0	6
175	Do. unpressed	Bale or docra of over 3 cwts.	0	0	6
176	Do. do.	Bale or docra of under 3 cwts.	0	0	3
177	* Cotton screw-jacks	Each	0	0	6
178	Couches and sofas	,,	0	2	0
179	Cowries	Ton	0	12	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
180	Crackers, China	Case of over one-half picul of 133 lbs.	0	2	0
181	Do. do.	Case up to one-half picul	0	1	0
182	Crockery, porcelain, and earthenware	Crate or hogshead	Measurement		
183	Croton seed (jamalgotee) ..	Ton	0	12	0
184	Cummin seed	,,	1	4	0
185	Cuppas (mat bags)	One hundred	0	4	0
186	Do. (do.)	Coolie-load	0	0	6
187	Cutlery	Case	Measurement		
188	Dammer	Ton	0	9	0
189	Dates, dry	,,	0	9	0
190	Do. wet	,,	0	9	0
191	Do. in pots	One dozen pots	0	4	0
192	* Dhooleakar (country soda earth) ...	Regd. ton of vessel	0	6	0
193	Do. part cargo and in bags.	Ton	0	9	0
194	Dhowri flowers	,,	0	12	0
195	* Dinner cups (leaves) ...	Fifteen hundred	0	0	3
196	* Do. leaves	,,	0	0	3
197	Dishes, wooden, large ..	Score	0	1	0
198	Do. do. small ...	,,	0	0	6
199	* Disinfecting powder ...	Ton	0	8	0
200	Dragon's blood	Case	0	2	0
201	Drugs and Medicines, foreign, not enumerated.	Case or package	Measurement		
202	Do. do. country, when no weight is given.	Bag	0	1	0
202*a*	Do. do. when weight is given	Ton	0	12	0
203	Drums, dubbers, and dubbas...	One hundred	0	12	0
204	Dyes, country, not enumerated when weight is given ...	Ton	0	12	0
204*a*	Do. do. when no weight is given...	Package	0	1	0
205	Do. foreign	Case or package	Measurement		
206	Earthen retorts and piping for drainage	Ton	0	12	0
207	Earthenware, foreign—*see* Crockery.				
208	* Earthenware, country, by cargo boats and coasting vessels	Regd. ton of vessel	0	3	0
208*a*	* Do. do. when part cargo.	Coolie-load	0	0	3
209	* Eggs	Basket or pot	0	0	6
210	Elephants' tusks and Moyes' teeth—*see* Ivory.				
211	Engines, garden	Each	0	4	0
212	Fans	Case	0	2	0
213	Fat, grease, lard and tallow ...	Ton	0	12	0
214	Feathers	Case or package	0	2	0
215	Felt	Bale	Measurement		
216	* Firewood	Regd. ton of vessel	0	2	0
217	* Do.	Cart-load	0	1	3
218	* Fish, fresh	Muchwa or bullow per month	2	0	0
219	* Do.	Hody per month	1	0	0
220	* Do.	Boat manned by 2 men	0	8	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
221	Fish, salted & dried, in pkges.	Ton	0	12	0
222	Do. do., loose ...	Regd. ton of vessel	0	8	0
223	Do. do. ...	Cart-load	0	4	0
224	Fish, tamarind	Keg	0	1	0
224a	Do.	Cask	0	2	0
225	Fishmaws	Ton	1	4	0
226	Fishing nets, new	Each	0	2	0
227	Do. tackle	Case	0	2	0
228	Fish roe	Pot or package	0	1	0
229	Flax	Bale	0	2	0
230	Flour	Ton—{ on Import	0	4	0
		{ „ Export	0	3	0
231	Flour in barrels, no weight given	Barrel	0	1	0
232	* Fruits, fresh, foreign ...	Case	0	1	0
233	* Do. do.	Barrel	0	1	6
234	* Do. from Zanzibar and Muscat	Basket	0	0	6
235	* Do. from Cabul	Large basket or jambil	0	6	0
236	* Fruit, fresh, country ...	Regd. ton of vessel	0	2	0
237	* Fruits, fresh, part cargo ..	Cart-load	0	1	6
238	Do. country	Coolie-load	0	0	3
239	Do. dry, not enumerated..	Ton	0	12	0
240	Do. from Europe ...	Case	Measurement		
241	Furniture, not accompanying passengers	„	Do.		
242	Gallnuts—*see* Myrabolams.				
243	Ganja *(Cannabis indica)* ...	Ton	1	4	0
244	Garlic	„	0	12	0
245	Ghee	„	0	12	0
246	Ginger, dry (soonth)	„	0	8	0
247	* Do. green...	Regd. ton of vessel	0	2	0
248	* Do. do. part cargo ...	Cart-load	0	1	6
249	Do.	Coolie-load	0	0	3
250	Glass-ware	Hogshead	Measurement		
251	Glass, window	Box	0	1	0
252	Do. broken	Package	0	1	0
253	Glue	Ton	1	0	0
254	Goat's hair, loose, in bundles...	Bundle or package	0	0	6
255	Do. pressed	Bale	0	1	0
256	Gold leaf—*see* Bullion.				
257	Do. mock	Box or package	0	1	0
258	Gold and silver lace or jurry ..	„	0	4	0
259	Grain of all kinds, loose and in bags	Per ton of 3 candies 8 furrahs, or 9 Indian maunds to candy—On Import	0	4	0
		On Export	0	3	0
260	* Grass, green	Regd. ton of vessel	0	2	0
261	* Do.	Cart-load	0	1	0
262	Grass-oil	Case or pot	0	4	0
263	Grinding-stones, country ...	Pair	0	0	6
264	Groundnuts	Ton	0	6	0
265	Gums of kinds, not enumerated	„	1	0	0
266	Gunny-pieces and bags ...	Bale	0	3	0
267	Do. do. ...	Half bale	0	1	6
268	Do. do. ...	Bundle of 50 pieces	0	0	9

† Except corn flour and farinaceous preparations in tins (*vide* item 369).

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
269	Gunpowder	Case or barrel up to 25 lbs.	0 2 0
269a	Do.	Case or barrel above 25 lbs. and up to 50 lbs.	0 3 0
269b	Do.	Case or barrel above 50 lbs. and up to 100 lbs.	0 4 0
269c	Do.	For every 25 lbs. additional	0 2 0
	Note. Do. for Harbour Batteries	Free	Free
269d	Percussion caps and loaded cartridges	Per cubic foot	0 2 0
270	Guns, large, cannons, howitzers, &c.—*see* Military stores and arms.		
271	†Sporting rifles, fowling-pieces, &c.	Each	0 3 0
272	†Pistols, revolvers, &c. ...	,,	0 2 0
273	Haberdashery, millinery, and hosiery	Case	Measurement
274	Hams, in cases	,,	Do.
275	* Do. loose	Each	0 0 3
276	* Hardware	Ton	0 12 0
277	Do. when no weight is given.	Package	Measurement
278	Harmoniums and Organs—		
	If under 20 cubic feet ...	Each	0 6 0
	If 20 c. ft. & under 30 c. ft. ...	,,	0 9 0
	If 30 ,, do. 40 ,, ...	,,	0 12 0
	If 40 ,, do. 50 ,, ...	,,	1 0 0
	If 50 ,, do. 60 ,, ...	,,	1 10 0
	If 60 ,, do. 70 ,, ...	,,	2 10 0
	If 70 ,, do. 80 ,, ...	,,	4 0 0
	If 80 ,, and over	,,	5 0 0
279	Harness and harness requisites	Case	Measurement
280	Hats and caps—*see* Haberdashery and Millinery.		
281	* Hay and Straw	Regd. ton of vessel	0 2 0
282	* Do. pressed	Bale	0 0 6
283	* Do. in bundles	Cart-load	0 1 0
284	Hemp, loose, in bundles ...	Ton	0 9 0
285	Do. pressed	Bale	0 1 0
286	Hessians	,,	0 3 0
287	* Hides, buffalo, &c.	One hundred	0 8 0
288	Honey	Package or pot	0 1 0
289	Hookas (cocoanut shells) ..	Package	0 1 0
290	Horns, buffalo, bullock & deer.	Ton	0 12 0
291	Hulwa, in plates ...	Dozen plates	0 1 0
292	Do. in jambils	Dozen jambils	0 0 6
293	* Husk or chaff for burning bricks	Regd. ton of vessel	0 2 0
294	* Do. for animals	Candy of 8 furrahs or 2¼ cwt.	0 1 0
295	Ice (small quantities for daily consumption on board to pass free)	Ton	0 8 0

† Sporting rifles, fowling-pieces, pistols, revolvers, &c., accompanying shooting parties, or passed between ship and shore, for repair, or sporting, will be exempted from Wharfage fees.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
296	Incense—*see* Olibanum.		
297	Indian condiments	Case	Measurement
298	Indigo	Ton	1 0 0
299	Ink	Case	0 3 0
300	Do.	Cask	0 4 0
301	Instruments, drawing, mathematical, musical, and others not enumerated	Case or package	Measurement
302	Ironmongery	Ton	0 12 0
303	Do. when no weight is given	Case	Measurement
304	* Iron, bar, hoop, pig, rod, scraps, sheets, bands, angle, T, old, and steel-hoops ...	Ton	0 6 0
305	* Iron other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight	,,	0 8 0
305*a*	* Iron Tanks—*see* Item 495*a*.		
306	Ivory and elephant tusks ...	Cwt.	0 2 0
307	Do. ware	Package	0 4 0
308	Jaggery	Ton	0 6 0
309	Jars, fancy, large, China and Japan	Each	0 1 0
310	Do. common	One hundred	1 8 0
311	Jewellery and trinkets ...	Box or package	0 8 0
312	Do. do., imitation ...	Case or package	0 2 0
313	Jute, raw, loose	Ton	0 9 0
314	Do. pressed	Bale	0 1 0
315	Kegs	One doz.	0 2 0
316	Khootwood	Ton	0 12 0
317	Kuskus for tatties	Package	0 1 0
318	Kerosine Oil	Case of 8 Im. gals.	0 0 6
319	Lac	Ton	1 0 0
320	Lac-dye	Package	0 2 0
321	Lavender flowers	,,	0 1 0
322	Lanterns, country	One doz.	0 0 6
323	Lead, pig, piping, sheets and rolls...	Ton	0 8 0
324	Do. black, white and red ...	,,	0 12 0
325	Do. shot	,,	0 12 0
326	Leather, country	Bundle of 25	0 2 0
327	Do. foreign	Case or package	Measurement
328	Liquorice-root	Ton	0 12 0
329	Liquors, foreign and country—*see* Spirits.		
330	* Live stock—		
A	Cows and buffaloes ...	Each	0 4 0
B	Calves and pigs	,,	0 2 0
C	Dogs and monkeys ...	,,	0 1 0
D	Donkeys	,,	0 8 0
E	Deer	,,	0 2 0
F	Elephants...	,,	2 0 0
G	Fowls and ducks	One doz.	0 1 6
H	Goats and sheep	Each	0 1 0
I	Do. do.	Per 100	1 8 0
J	Horses—*see foot note to item No.* 73	Each	1 0 0
K	Mules	,,	0 12 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee.		
	* Live stock—*contd.*		Rs.	a.	p.
L	Pigeons, quails and partridges	One doz.	0	1	0
M	Turkeys and geese ..	,,	0	2	0
N	Tigers, bears, and other wild animals	Each	2	0	0
O	Other small birds	Free			
P	Small birds or animals as pets, such as cats, monkeys, &c., in charge of the owner.				
331	Luggage of European sailors, ship captains, naval officers, members of the water police, and preventive officers, while proceeding on or off duty on board.	Free			
332	* Passengers' luggage.				
333	Do. do. brought by native coolies.				
334	Madder or munjeet	Ton	0	12	0
335	* Marble and marble slabs ...	,,	0	12	0
336	Marking-nuts (bellama) ...	Package	Measurement		
337	* Masts of muchwas and padows	Each	0	1	0
338	* Do. of buggalows, cottias, and pattimars	,,	0	2	0
339	Matches, English	Case	Measurement		
340	Do. country (dewasali) ...	Bundle	0	0	6
341	Mats, of sorts, foreign ...	Package of 50	0	1	6
342	Do. country...	,, of 100	0	2	0
343	Do. cane	Roll of 25	0	2	0
344	Machinery—*see* special rates at pages 34 and 35.				
345	Matting, coir	Roll	0	1	0
346	Do. rolls of coir carpet ...	,,	0	2	0
347	Medicine—*see* Drugs.				
348	Metals, not enumerated ...	Ton	0	8	0
349	* Mill and foundation stones...	,,	0	8	0
350	Millinery—*see* Haberdashery.				
351	Molasses and treacle	,,	0	12	0
352	Mother-o'-pearl shells ...	,,	1	0	0
353	Military stores, arms, equipment ...	,,	0	12	0
354	Do. do. when no weight is given	Case	Measurement		
355	Mineral waters	Case or cask	0	1	0
356	Mowra and mowra flowers ...	Ton	6	6	0
357	Myrabolams	,,	0	6	0
358	Myrrh	,,	1	4	0
359	Nails, of sorts	,,	0	8	0
360	Naphtha	Per 10 gals. or part of 10 gallons.	0	1	0
361	Nowsagur—*see* Salamoniac.				
362	Nuxvomica	Ton	0	12	0
363	Oars, country	One doz.	0	1	0
364	Ochre, of kinds	Ton	0	8	0
365	Oils, linseed, castor, and other vegetable...	10 gals. or part of 10 gallons.	0	1	0
366	Do. do. do. when in casks...	Ton	0	12	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
367	Oils, perfumed, of sorts ...	Case or pot	0	4	0
368	Oil-cake	Ton	0	9	0
369	Oilman's stores	Case	Measurement		
370	Olibanum	Ton	0	12	0
371	Opium	Chest of 140 lbs.	1	0	0
372	Do.	Half chest	0	8	0
373	Orsidue or brass leaves	Package	0	0	6
374	Overland post parcels ...	Each	0	0	6
375	Paints, oil	Ton	0	12	0
376	Palanquins and doolies ..	Each	0	8	0
377	Paper, of kinds	Bale	0	2	0
378	Papudkhar (country soda) ...	Ton	0	9	0
379	Paraffine and petroleum—*see* Kerosine.				
380	Patch leaves	Case	0	2	0
381	Pearls	Box or package	0	8	0
382	Do. imitation	,,	0	2	0
383	Pepper of kinds and pepper roots	Ton	1	4	0
	Percussion caps—*see* under Gunpowder, 269*d*.				
384	Perfumery, hair oils, pomades, &c., unenumerated	Case	Measurement		
385	Pianofortes	Each	2	0	0
386	Piece-goods, cotton	Bale	0	1	0
387	Do. silk, silk-thread and velvet	,,	0	6	0
388	Do. cotton and silk, large bales	,,	0	6	0
389	Do. and woollens ...	,,	0	2	0
390	Pipes, clay, smoking common.	Case	0	1	0
391	Pistachio nuts	Ton	1	0	0
392	Pitch...	,,	0	12	0
393	Plants, shrubs, and trees ...	Cart-load	0	4	0
394	Do. do. do. ..	Coolie load	0	0	6
395	Plants for Public Gardens in India	Free			
396	Plated-ware—*see* Bullion.				
397	Plums—*see* Dry Fruits.				
398	Porcelain—*see* Crockery-ware.				
399	Poultry and birds—*see* Live-stock.				
400	Powa...	Package	0	0	6
401	Precious stones	Box or package	0	8	0
402	Provisions, fresh, for daily use on board ..	Free			
403	Do. do. for voyage...	Coolie-load	0	1	0
404	Padwas	Ton	0	12	0
405	Quicksilver	Bottle	0	2	0
406	Railway plant and materials...	See special rates at page 35.			
407	*Rafters—*see* Timber.				
408	Rags	Bale or package	0	1	0
409	*Rattans	Ton	0	12	0
410	* Do. Malacca	One doz.	0	1	0
411	*Reeds	Bundle	0	0	6
412	* Do.	Cart-load	0	4	0
413	*Road-metal	Regd. ton of vessel	0	2	0
414	Rose-flowers, dried	Ton	0	12	0
415	Rose-water	Case	0	1	6

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
416	Rose-water	Carboy	0 0 6
417	Rosin	Ton	0 12 0
418	Safflower (Coosoomba) ...	,,	1 0 0
419	Saddlery—*see* Harness and harness requisites.		
420	Sago	,,	0 12 0
421	Do.	Case or package	Measurement
422	* Sails of buggalows, cotias, and pattimars	Each	0 4 0
423	* Do. of padows	,,	0 2 0
424	* Do. of mutchwas	,,	0 1 0
425	Sallum-misree	Ton	2 8 0
426	Salammoniac	,,	0 12 0
427	* Salt, country and rock salt ...	Regd. ton of vessel	0 2 0
427*a*	* Do. when part cargo ...	Ton	0 2 0
428	Saltpetre	,,	0 12 0
429	Samada stones	,,	0 12 0
430	Samples and trusses	Parcel	0 1 0
431	Do. do.	Case	Measurement
432	* Sand deposited on wharf ...	Ton	0 2 0
433	* Do. on hard ...	,,	0 1 6
434	Sandalwood	,,	1 0 0
435	Do. boxes and ware ...	Package	0 2 0
436	Sapanwood	Ton	0 10 0
437	Scinde work	Case or package	0 2 0
438	Seeds, oil, linseed, teel, castor, rape, mustard, niger, poppy, &c.	Ton { On Import / On Export	0 6 0 / 0 5 0
439	Seeds, other than oil-seeds, not enumerated	,,	0 12 0
440	Senna leaves	,,	0 12 0
441	Shark-fins	,,	1 4 0
442	Sajeera	,,	0 12 0
443	Shawls, Cashmere and Delhi...	Case or package	0 8 0
444	Do. Europe	,,	Measurement
445	Shells, in cases, unenumerated.	,,	0 2 0
446	Do. loose and in bags, unenumerated	Ton	0 12 0
447	Shellac	,,	1 0 0
448	Shikakai	,,	0 12 0
449	Shooks, barrel	Each barrel	0 0 6
450	Silk, raw, spun, twist and waste	Case or bale	0 3 0
451	* Skins, goat and sheep, tanned.	,,	0 2 0
452	* Do. do. untanned...	Per 50	0 1 0
452*a*	Slag, crushed	Ton	0 2 0
453	Soap, perfumed, foreign ...	Case	Measurement
454	Do. bar do. ...	,,	Do.
454*a*	Do. do. do. when in case under 3 cubic feet ...	Per cubic foot	0 0 6
455	Do. country, bar and soft ...	Ton	0 12 0
456	Soapnuts	,,	0 12 0
457	Soda, foreign	Cask or case weighing 1 cwt. or under.	0 1 0
457*a*	Do. do.	,, over 1 cwt.	0 2 0
458	Do. country—*see* Papudkhar.		
459	Supras (winnowing fans) ..	One hundred	0 2 0
460	Soorungy	Ton	0 12 0
461	* Spelter and solder	,,	0 8 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
462	Spices—cinnamon, mace, cloves, nutmegs, bastard, cardamoms, and other unenumerated (for cardamoms, *see* Special rate).	Ton	0	10	0
463	Spirits and wines, foreign, in wood.	Per Imp. gal.	0	0	2
464	Do. do. do. in bottles.	1 doz. qts. or 2 doz. pints	0	1	0
465	Do. country	Three Imp. gals.	0	0	2
466	Do. beer, porter, &c.—*see* Ale.				
467	Stationery, unenumerated ...	Case	Measurement		
468	Do. do. ...	Cask	Do.		
469	Staves, barrel—*see* Shooks.				
469a	Steam Launches	Each	5	0	0
470	* Steel	Ton	0	8	0
471	* Stones, ballast—*see* Ballast.				
472	* Do. laddy, paving, and sand dressed.	Regd. ton of vessel	0	2	0
473	* Do. do. do. ...	Cart-load	0	2	0
474	* Do. do. do. undressed and rough ...	Ton	0	2	0
475	* Do. rollers of, large ..	Each	0	4	0
476	* Do. do. small ...	,,	0	2	0
477	* Stoneware, country... ...	Cart-load	0	6	0
478	* Do. do.	Package	0	1	0
479	* Stores, old, marine	Cart-load	0	4	0
480	* Suffrys for making mat bags	,,	0	4	0
481	Sugar and sugarcandy ...	Ton	0	8	0
482	Sugar, loaf or chopped ...	Per case under 1 cwt.	Measurement		
483	Do. loaf	Case weighing 1 cwt. and over	0	2	0
484	* Sugarcane	Regd. ton of vessel	0	2	0
485	* Do.	Cart-load	0	1	6
486	Do.	Per cooly-load	0	0	3
487	Sulphur	Ton	0	12	0
488	Sweetmeat, native	Case or package	0	2	0
489	Do. do.	Pot or basket	0	0	6
490	Syrup and sherbet	Case	0	2	0
491	Tallow—*see* Fat.				
492	* Tamarind, raw and green ...	Regd. ton of vessel	0	2	0
493	* Do. do. do. ...	Cart-load	0	1	6
494	* Do. do. do. ...	Per cooly-load	0	0	3
495	Do. preserved (ambli) ...	Ton	0	12	0
495a	Tanks, wooden and iron ...	Each per 40 c. ft.	0	8	0
496	Tar	,,	0	12	0
497	Tea	Per 15 lbs. or part of 15 lbs.	0	0	6
498	* Tents, double-poled... ...	Each	1	0	0
499	* Do. single-poled	,,	0	8	0
500	* Do. rowtees	,,	0	4	0
501	* Do. bechobas	,,	0	2	0
502	* Tiles, country	Regd. ton of vessel	0	2	0
503	* Do. do.	Per cart-load	0	1	0
504	Do. flooring, packed ...	Ton	0	12	0
505	* Do. foreign and Mangalore.	Regd. ton of vessel	0	2	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
506	Tiles, foreign and Mangalore.	Per cart-load	0 1 0
507	* Timber, blackwood, ebony, teak, and pine, in large squares, planks, and scantlings†	Ton of 50 c. ft.	0 8 0
508	* Do. bhendy, jungle, and rafters...	Registered tonnage of vessel	0 6 0
509	* Do. rafters, by raft... ..	Cart-load	0 4 0
510	* Tin, of kinds	Ton	0 8 0
511	Tin plates	Case	0 0 6
512	Tobacco, country, in leaf, unmanufactured ...	Bale	Measurement
513	Do. foreign, manufactured, but not cheroots ..	Case	0 2 0
514	Tortoise shells	,,	0 4 0
515	Toys	,,	Measurement
516	Trunks and boxes, country, empty.	Of 6 c. ft. and under, each	0 0 6
517	Do. do. do. ...	Of over 6 c. ft., each	0 1 0
518	Do. do. foreign ...	.....	Measurement
519	Do. do. camphor-wood drawers	Each piece	0 4 0
520	Turmeric	Ton	0 12 0
521	Turpentine	Per 10 gallons or part of 10 gals.	0 1 0
522	Twine, country	Ton	0 12 0
523	Twist and yarn	Bale	0 1 0
524	Umbrellas	Case or package	Measurement
525	Varnish	Case of 5 gals.	0 1 0
526	* Vegetables, fresh	Regd. ton. of vessel	0 2 0
527	* Do. do.	Cart-load	0 1 6
528	* Do. do.	Coolie-load	0 0 3
529	Vermilion	Ton	0 12 0
530	Do.	Case	0 1
531	Vinegar, country	Hogshead or cask	0 2 0
532	Do. do.	Keg, pot or carboy	0 0 6
533	Wines, liquors, &c.—*see* Spirits.		
534	Wire, of sorts, not enumerated	Ton	0 12 0
535	Do. when no weight is given.	Case	Measurement
536	Wool, Berlin—*see* Haberdashery.		
537	Do. raw, unpressed ...	Bale up to 1½ cwt.	0 2 0
537a	Do. do. do.	Bale or doera up to 3 cwt.	0 3 0
538	Do. raw	Bale or bora above 3 cwt.	0 4 0
539	Do. pressed	Bale	0 1 0
540	Woollens—*see* Piece-goods.		
541	* Walnuts—*see* Akroots.		
542	Waste cotton, twist and wool	,,	0 0 6
543	Watches, gold and silver ...	Case	0 8 0
544	Do. other than above ..	,,	0 4 0
545	Whiting	Ton	0 8 0

† On timber removed from one basin to another on the foreshore no export wharfage fee will be charged.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
546	* Yellow metal, sheets ..	Ton	0	8	0
547	* Zinc sheeting	,,	0	8	0
	Charges for Measurement.				
	On all goods not enumerated, if in cases, bales, crates, or casks, and on all goods specified to be charged for by measurement, the rates will be:—				
548	If under 4 cubic feet	Package	0	1	0
549	If of 4 and under 6 cubic feet...	,,	0	2	0
550	If of 6 and under 10 cubic feet	,,	0	2	6
551	If of 10 and under 15 cubic feet.	,,	0	3	0
552	If of 15 and under 20 cubic feet	,,	0	4	0
553	If of 20 and under 30 cubic feet	,,	0	6	0
554	If of 30 and under 40 cubic feet.	,,	0	7	0
555	If of 40 and under 50 cubic feet.	,,	0	8	0
556	If of 50 and under 60 cubic feet.	,,	0	10	0
557	If of over 60 cubic feet ...	,,	0	12	0
558	On all goods not enumerated, chargeable by weight, the rate will be:—	Ton	0	12	0
558*a*	On all goods not enumerated chargeable by weight and when weight is not known...	Cart-load	0	9	0
558*b*	Do. do ...	Coolie-load	0	0	9
559	All descriptions of packages of goods rated in this table of fees, excepting goods rated at less than one anna per package, or rated per cubic foot, and excepting gold leaf, bullion, plate, gold and silver watches, ivory, jewellery, opium, perfumed oils, corals, pearls, precious stones, if measuring under 4 cubic feet, will be charged	Package	0	1	0
560	Provisions and furniture for picnic and excursion parties will be allowed to pass free.				
561	Four annas will be levied for each duplicate chappa or receipt issued.				
561*a*	One Rupee will be charged for the issue of a copy of a declaration note of goods imported.				
562	Four registered candies are to be considered equal to one ton, and in grain, &c., 3 candies of 9 Indian maunds each.				

NOTE.—Bicycles and Tricycles the personal property of passengers, except when first imported from Europe, are exempt from wharfage fees.

Tonnage Fees and Basin Rents.

1. Cargo boats and barges coming alongside the Port Trust wharves or into the Port Trust basins to discharge or receive cargo will be charged 6 pies per registered ton or part of a ton per month or part of a month, subject to a minimum charge of 4 annas.

Ferry and Coasting Steamers up to 185 feet long coming alongside the wharf for embarking or disembarking passengers, each, per month.....	Rs.	100
Do. do. over 185 feet long do. do. ...	„	125
Ferry and Coasting Steamers up to 185 feet long lying alongside the wharf for embarking or disembarking passengers, or while repairs are being effected, for each day, or part of a day	„	10
Do. do. over 185 feet long do. do. ...	„	15

2. Coasting vessels other than steamers, excepting those specified in section 4, arriving at, or departing from, any of the Port Trust wharves or basins, will be charged per registered ton Re. 0-1 0.

3. Coasting vessels, with the exception of those shown in the following section, will, for the charge as per preceding section, be allowed to remain at the wharves or in the basins for the purpose of discharging or loading, three days in the case of vessels of 20 tons burden and under, and six days in the case of vessels of over 20 tons burden. Any period in excess of those days will be charged for at the rate of 6 pies per ton or part of a ton per day subject to a minimum charge of 8 annas per day for each vessel.

4. Vessels arriving at any of the Port Trust Bandars from the undermentioned ports or from any ports lying within the line of Kennery Island, and to the south of Kalyan, Bhiwndi, or leaving the Port Trust Bandars for the same ports, will be charged half the rates shown in sections 2 and 3, but will only be allowed four free days :—

"Antora, Kalyan, Karanja, Nagotna, Uran, Rewas, Thullajah, Belapur, Chimbur, Mowel, Nowasewa, Pen, Thana, Thull, Bhiwndi, Dharamatar, Mandwa, Oolwa, Panvel, Trombay."

5. Cargo boats, barges and coasting vessels lying alongside any Port Trust wharf, and not discharging freely within two days will be charged 3 pies per ton or part of a ton per day subject to a minimum of 4 annas.

6. Vessels lying empty in the Port Trust basins or alongside the wharves will be charged :—

	Rs.	a.	p.
Coasting vessels, cargo boats and barges above 25 tons each... ... ... per day	0	8	0
Do. do. up 25 tons „ ... ... „	0	4	0
Muchwas and jolly boats „ ... ... „	0	2	0
Hodies ... ... „	0		0

7. Boats engaged for hire in landing and embarking passengers, to include the privilege of carrying cargo to and from the Bandars, will be charged:—

		Rs. a. p.
Steam launches	each per month	3 0 0
Jolly boats, bandar boats, dingees, and muchwas	,, ,,	1 0 0
Cargo boats	,, ,,	1 8 0
Bullows	,, ,,	1 8 0
Hodies	,, ,,	0 8 0

Ships', Customs', Water Police, Government boats, Yachts, Dubashes', Stevedores', Doctors', and Surveyors' boats.....Free.

Hard Fees.

8. Vessels using the Hards at Tank Bandar, and those south of it, for oiling and repairing, will be charged:—

		First day. Rs. a. p.	Each succeeding day. Rs. a. p.
Bumboats and jolly boats	each	0 6 0	0 2 0
Tonies	,,	0 3 0	0 1 6
Boats from 10 to 15 tons	,,	0 8 0	0 3 0
Boats over 15 to 25 tons	,,	1 0 0	0 6 0
Do. over 25 to 100 tons	,,	2 0 0	1 0 0
Do. over 100 tons	,,	4 0 0	2 0 0

The day of arrival only counts as 1 day if arrival is before noon; the day of departure counts as 1 day always.

9. Vessels using the Hards north of Tank Bandar for oiling and repairing will be charged:—

		First day. Rs. a. p.	Each succeeding day. Rs. a. p.
Tonies	each	0 1 0	0 0 6
Bumboats and jolly boats ...	,,	0 2 0	0 1 0
Boats, from 5 to 15 tons	,,	0 3 0	0 1 6
Do. over 15 and up to 20 tons	,,	0 5 0	0 2 0
Do. over 20 and up to 30 ,,	,,	0 8 0	0 3 0
Do. over 30 and up to 50 ,,	,,	1 0 0	0 6 0
Do. over 50 and up to 100 ,,	,,	2 0 0	1 0 0
Do. over 100 tons	,,	3 0 0	1 8 0

The day of arrival only counts as 1 day if arrival is before noon; the day of departure counts as 1 day always.

10. Harbour craft and barges getting broken upon the Hards will be charged, in addition to wharfage fees, for materials removed, per registered ton, Re. 0-2-0.

11. Coasting and country craft, buggalows, cottias, pattimars, and square-rigged vessels getting broken up on the Hards will be charged, in addition to wharfage fees, for materials removed, per registered ton, Re. 0-4-0 for the first 12 months, and for each succeeding 12 months, 8 annas per registered ton.

12. Vessels and timber laid up on the Hards north of the Mazagon Pier will be charged :—

		Rs. a. p.
Pattimars and cottias, each	per mensem	2 0 0
Cargo boats, barges and gulbuts ...	,,	1 0 0
Muchwas	,,	0 8 0
Hodies	,,	0 4 0
Timber, for first 12 months or part of 12 months	per ton	0 4 0
Do. on renewal, for every 12 months or part of 12 months	,,	0 8 0

13. Vessels laid up on the Hards south of Mazagon Pier will be charged double the rates in preceding section.

14. Vessels using the slip at Malet Bandar for oiling and repairing will be charged :—

	Rs. a. p.
Jolly boats ... ... each per diem	0 8 0
Steam launches ... ... each per diem	1 0 0
Boats other than Jolly boats up to 10 tons per diem	1 8 0
Boats, from 10 to 15 tons ... ... each per diem	2 0 0
Do. over 15 to 25 ,, ... ,, ,,	3 0 0
Do. over 25 to 100 ,, ... ,, ,,	4 0 0
Do. over 100 to 150 ,, ... ,, ,,	5 0 0
Do. over 150 tons ... ... ,, ,,	6 0 0

The day of arrival only counts as one day if arrival is before noon; the day of departure counts as I day always.

Cranage Fees.

15. These fees will be chargeable as follows :—

		Rs. a. p.
Elephants ... { Hand-crane ... ... each		2 0 0
Elephants ... { Steam-crane ... ... ,,		3 0 0
Horses, included in wharfage.		
Cows and buffaloes ... ... each		0 8 0
Calves ,, ,, ... ,,		0 4 0
Mules and donkeys, included in wharfage.		
Bale and box goods and other merchandise up to 1½ tons by hand-crane ... ...per ton		0 4 0
Do. do. by steam-crane ... ... ,,		0 6 0
Metals, machinery, &c., above 1½ tons to 3 tons, by hand-crane... ... ... ,,		0 6 0
Do. do. by steam-crane ... ... ,,		0 8 0
Do. do. above 3 to 6 tons, by hand-crane ... ,,		0 8 0
Do. do. above 6 tons ... ... ,,		1 0 0

The above charges, when hand-cranes are used, do not include labour.

16. At Tank Bunder logs of timber by derrick will be charged per cart-load ... ... Re. 0 1 0

Fees for Water.

17. Vessels coming to the Port Trust Bundars for water will be charged :—

			Rs. a. p.
Boats, small	each	per trip	0 2 0
Cargo boats and barges	,,	,,	0 4 0
Coasting vessels of 25 tons and under	,,	,,	0 8 0
Do. of over 25 and up to 40 tons ...	,,	,,	0 12 0
Do. of over 40 tons ...	,,	,,	1 0 0
Steam Barges and Launches	,,	,,	0 8 0

Vessels that have paid the tonnage fees will be exempted from these charges.

Ships', Customs' Water Police, Government boats, Yachts, Dubashes', Stevedores', Doctors' and Surveyors' boats ... ... Free

Rents.

18. All goods marked with an asterisk* will be allowed to remain free of rent as under :—

(1)	If on wharf front or wharf roads.	For the day of landing and the day following.
(2)	If in sheds	3 days.
(3)	If within Bunder limits 30 feet behind wharf, except at Mazagon Firewood Wharf and at other wharves where the wharf limits may be less than 30 feet.	5 days.
	Ditto at Mazagon Firewood Wharf, and at other wharves, as above where the wharf limits are less than 30 feet, 15 feet behind wharf.	

Days of landing or deposit and of removal count as two days.

Should the goods not be removed within the time prescribed above, rent for space occupied will be charged as under, subject to a minimum area of 31¼ square feet, or 1-16th of 500 square feet.

In case of (1) at R. 30 per 500 square feet per mensem.
Do. (2) „ 20 do. do.
Do. (3) „ 15 do. do.

19. Goods not marked with an asterisk* will be allowed free days as under :—

A.—Goods subject to Imperial duty, salt and country spirits on import, and dutiable rice on export, and duty-free piece-goods and yarn will be allowed 7 days free of rent if stored in sheds, or kept 30 feet behind the wharf front.

B.—Free goods, for which importers have to prepare Customs Import or Export Notes, or Port Trust Declaration Notes, will be allowed 5 free days, if in sheds, or 30 feet behind the wharf.

C.—Free goods, from and to free ports, which can be passed on the manifest, or Export Shipping Note, will be allowed 3 days, if in sheds, or 30 feet behind wharf front.

D.—Goods on the wharf front will only be allowed free time for the day of arrival or deposit, and for the following day.

Should the goods not be removed within the time prescribed above, extra fees will be levied as under :—

In the case of A, B, and C for goods other than cotton.	For every 3 days or part of 3 days, one fee at the rate of wharfage to which the goods may be liable.
In the case of D for goods other than cotton.	For every 2 days or part of 2 days, ditto ditto.
For cotton in the cases of B, C, and D when on wharf fronts, in sheds or on Bandar limits 30 feet behind wharf.	For every day in excess of the free time, ditto ditto.

Charges for Scales.

	Rs.	a.	p.
20. Scales for weighment of goods, when placed on the wharf front in sheds or on roads, will be charged on account of space occupied per scale per day.....	0	8	0
When placed on any other part of the Bandar, the charge will be per scale per day.....	0	6	0

Arrangements may be made with the Traffic Manager to have space for scales at a monthly rental.

No scale fees will be charged at the Colaba Bandars or at the Apollo Reclamation.

	Rs.	a.	p.
21. Goods, excepting wet dates and jaggery, when re-packed on the Bandars, will be charged per package	0	0	6
Do. wet dates and jaggery per package.....	0	0	3

Arrangements may be made with the Traffic Manager for the renting of space for re-packing operations by the month.

22. In computing the number of days for charging rents and extra fees, the following days will be omitted :—

1.—For goods not liable to Imperial duty ..... { Sundays, Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving Days ordered by Government, or any special occasions ordered by the Trustees.

2.—For goods liable to Imperial duty ..... { Same as above, and in addition any other days on which Imperial duty may not be received at the Custom House.

23. Warehouse, shed, and ground rents not fixed will be charged at rates to be arranged with the Traffic Manager.

Transhipment.

24. Goods transhipped in any of the Port Trust Basins will be charged half wharfage fees, if due notice of the intention to tranship be previously given.

25. Goods landed for transhipment will, if previous notice be given of the intention to tranship, be charged half wharfage fees on the landing, and half wharfage fees on the re-shipment.

Shut-out Goods.

26. Goods shipped from the Port Trust Bandars, but which may be re-landed in consequence of being shut-out from vessels, will be charged half wharfage fees on the re-landing, and half wharfage fees on the re-shipment.

Work at Nights and on Holidays.

Article 27.—The words "New Year's Day" to be inserted between the words "Sundays" and "Christmas Day" in the third line.

27. The Traffic Manager will, on written application being made, give permission for work at nights and on Sundays, Christmas Day,

Note.—Rules 24 and 25 apply only to goods transhipped under Chapter 12 of Sea Customs Act without Import or Export documents.

Good Friday, the Sovereign's Birthday and any Fast or Thanksgiving Days ordered by Government within Bandar limits on payment of the following charges :—

	Rs.	a.	p.
For Sunday work, sunrise to sunset ...	10	0	0
Do. half day, from sunrise to noon, or from noon to sunset	5	0	0
For public holidays (whole or part day)	10	0	0
For night work, sunset to midnight...	5	0	0
From sunset to sunrise, or for any work between midnight and sunrise	10	0	0

Should work be carried on without permission being first obtained, double the above rates will be charged.

By Bandar limits (referred to in the first part of this section) is meant such portion of the wharves and land adjoining the wharves set aside for goods in transit where Free days for storage are allowed under sections 18 and 19.

Re-landed and Re-packed Goods.

28. Goods shipped from the Trustees' Bandars, if subsequently re-landed for re-packing or re-pressing, will be charged half wharfage fees on the re-landing, and half wharfage fees for the re-shipment.

Vessels Put Back from Stress of Weather.

29. Vessels that may put back through stress of weather or in distress will, should wharfage fees on the cargoes have been paid before the vessels put to sea, be permitted to re-land and re-ship goods, if necessary, on the same terms as goods for transhipment.

Outlying Bandars.

30. Goods landed at, or shipped from, the Chaupati, Mahim, and Warli Bandars, and also the Bandars north of Esmail Habib Bandar, with the exception of the Port Trust Gun Powder Magazine Wharf, will be charged half the rates laid down in this table for wharfage, and half the rents, and extra fees, basin rents, and scale fees laid down in sections 2, 3 and 4, and in sections 18, 19 and 20.

31. *Special Rates for Boilers, Machinery, Railway Plant and Materials.*

	Wharfage.
	Rs. a. p.
Up to ½ of a ton	0 6 0
Over ½ and not exceeding 8 tons	0 10 0
„ 8 „ 100 „	1 6 0

Machinery in pieces will be charged by measurement or weight, at option of Traffic Officers ; if by measurement, forty cubic feet will be considered a ton.

Railway Siding Fees.

32. For the use of the Railway Sidings on Port Trust Estate other than the Wet Docks Sidings, the following charges will be levied :—

For Salt loaded or unloaded, 3 annas per ton.
„ Grain and Seeds, loaded or unloaded, 3 annas per ton.
„ Coal do. do. 2 do.
„ Firewood, Charcoal and Timber, Rs. 1½ per loaded wagon.
„ Cattle, Rs. 1½ per wagon.
„ State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.
„ all other goods, 4 annas per ton.

Five free days for removal will be allowed for firewood, timber, and charcoal, &c., unloaded at the Elphinstone Bridge Sidings. After the free days, rent for space occupied as ascertained by measurement will be charged at the Trustees' ordinary rates.

All other goods, unloaded at any of the Railway Sidings referred to in the first part of this section, will only be allowed 1 clear day for removal, after which ground rent will become due.

Carts and Cattle Fees.

33. Carts and cattle kept on the Port Trust property (except at Mahim where the rate will be arranged with the Traffic Manager) will be charged as under :—

Carts—6 annas per month or part of a month. If within Customs' limits, 2 annas per night.

Buffaloes—12 annas per month or part of a month.

Bullocks—6 annas per month or part of a month.

By order of the Trustees,

F. G. DUMAYNE,

Secretary.

BOMBAY PORT TRUST.

RULES FOR THE PORT OF BOMBAY.

No. 1.

PORT OFFICE,

BOMBAY,_____189 .

To

THE COMMANDER OF THE VESSEL ENTERING THE PORT.

SIR,

This letter, together with a copy of the Port Rules passed under the provisions of the Indian Ports Act (XII) of 1875, and Act X of 1889, will be handed to you by the pilot, who also is bound to produce, when demanded, his license, a Tide Table, the Pilotage and the Wet Dock Regulations.

2. Your attention and that of the Chief Officer is specially invited to the Rules relative to the number of Cargo Boats and dimensions of rafts of timber permitted alongside and to swing astern of vessels; to free passages being kept to all Piers, Jetties, Landing places, Wharves, Docks and Mooring; to the Jibbooms of vessels being required to be rigged in; and to a clear Hawse being kept. These regulations must be strictly observed in order that navigation may not be impeded. In the event of your vessels having Gunpowder or other Explosives on board, you will be guided by the Rules issued under Act IV of 1884, which are attached.

Paras. 1, 3, 5, 11, 19, 26, and 27.

3. On the pilot presenting the printed form for the Arrival or Departure Report of your vessel, to you, it should be completed with full information in each column.

4. In the event of any delay having occurred in a pilot being supplied to your vessel, an inquiry into the circumstances will be instituted on your reporting the same at this Office.

5. Pilots are forbidden to receive any gratification from Masters of vessels or others with whom they are brought in contact in the execution of their duty, any gratuity given to a Pilot will, if brought to the notice of the Trustees of the Port, lead to his instant dismissal.

6. A copy of the Storm Warning Signals used at this Port is attached.

7. The summary of Admiralty Notices to Mariners as published monthly by the Board of Trade for the use and assistance of Masters and others navigating British ships, and the daily telegraphic weather report can be seen at the Port Office.

8. There having been several instances in which boys sent down to scrape the bilges of vessels have lost their lives through asphyxia from the inhalation of mephitic gas, the Masters of vessels are strongly advised to guard against such accidents by pumping water in and out of the bilges, opening the man-hole doors (under proper precautions) so as to ventilate the bilges, and by such other means as may be necessary in each particular case. The pumping out of bilge water will not be permitted in the Wet Docks. It is extremely desirable that measures should be taken to prevent any one entering the bilge until the fullest precautions have been taken to guard against any bad effect as above, and the particular attention of Masters of vessels is drawn to this, and to the advisability of telling off some one to specially see that no person enters the bilge until the bilge water has been pumped out, and to see that the Tindals or boys carry out any orders given them in this respect. And they are warned that if any accident should occur from their omission to cleanse the bilges, they will be prosecuted under the Penal Code. Extract from the Admiralty Regulations are attached for the information of Masters, who are recommended to use the precautions detailed therein before and whilst any person is employed in the bilges of vessels.

An air fan and hoses for forcing fresh air into the bilges will be lent on application to the Dock Master. The person entering the suspected compartment should carry the hose in his hand and keep the open end near his face.

I have the honor to be,

Sir,

Your obedient Servant,

MAURICE BEAN, CAPTAIN, R. I. M.,
Port Officer of Bombay.

NOTICE TO NAVIGATORS.

1. The new Time Ball over the Clock Tower of the Victoria and Prince's Docks is dropped at Noon of Colaba Mean Time or at 7H. 8M. 44·3S. A.M. of Greenwich Mean Time.

In case of failure of the Ball to drop correctly a flag will immediately be hoisted, and the Ball will be dropped again exactly at 2 P.M. Colaba Time.

2. The Time Ball over the Clock Tower at the Bombay Castle continues to be dropped regularly at 1 P.M. of Colaba Mean Time, or 8H. 8M. 44·3S. A.M. of Greenwich Mean Time.

In case of failure of the Ball to drop correctly, a flag is immediately hoisted, and the Ball is dropped again exactly at 2 P.M. Colaba Time; but this time of re-dropping this Ball will be altered from 2 P. M. to 3 P M. Colaba Time should the Ball at the Victoria and Prince's Docks fail to drop correctly on the *same* day.

3. Should the apparatus for dropping either of the Time Balls be out of order, a flag is hoisted and dropped at the usual hour instead of the Ball.

CHARLES CHAMBERS, Junior,
Acting Director,
Government Observatory.

GOVERNMENT OBSERVATORY, COLABA,
Bombay, 17*th May* 1891.

Extract from Admiralty Regulation.

MEN CLEANING AND COATING DOUBLE BOTTOMS.

1229. The following precautions are to be observed while men are engaged in cleaning and coating the double bottoms of an iron ship.

(*a*) The air fan with hose is to be freely used for pumping in fresh air before the men are sent down and while they are at work.

(*b*) A leading stoker is to be responsible under the Engineer in charge of the party, that no man enters a compartment unless a light has been held in and left at the bottom of the compartment for at least five minutes, to ascertain the purity of the air.

(*c*) Still greater caution is required when the compartment has only one exit.

(*d*) Communication is always to be kept up between the men in the inner compartment and those who have access to the outer air, and

(*e*) The men are to be warned that they should leave a compartment immediately the light begins to burn dimly; a candle is to be supplied to *each* party as a surer test than a lamp, since it might be thought that a lamp burnt dimly for want of trimming.

The same precautions are to be taken when examining Boilers and Bunkers, in accordance with Art. 913.

PORT LIMITS.

Bombay Government Notification. Territorial Department. (Revenue), dated 7th June 1866, Government Gazette, page 1361.

(*Vide Government Gazette*, 14th April 1864, page 174.)

The following are declared to be the limits of the Port of Bombay, in supersession of those laid down in the Government Notification of the 13th April 1864 :—

To the North—A line drawn from the North-West point of Hog Island straight towards and to the town of Trombay, and thence continued in a South-Western direction along the shore passing Pau-Pier, to the South-West point of the Island of Trombay, whence it is produced straight to Sewree Fort, on the Island of Bombay.

To the West—The eastern shore of the Island of Bombay from the Fort of Sewree to Colaba Light-House, and the shore of Back Bay from Colaba Light-House, to Malabar point thence a line drawn to the Outer Light Vessel and continued to the West point of Kundaree Island and thence by the North along the eastern shore of the Island to the South point thereof.

Government Notification No. 88, 30th October 1886.

To the South—A line drawn from the South point of Kundaree through the South point of Oondaree to a boundary mark on the Mainland South of the Village of Navagam.

To the East—A line commencing at the South limit along the shore to Nocar point, thence in a straight line due North to the high land at the South shore of the Island of Karanja, thence along the Western shore of that Islands to its Northernmost point, and thence in a straight line to the North-West point of Hog Island.

Port limits are extended to and include all water and land usually covered by water within the Prince's Dock and any extension of the Dock. Government Notification, No. 39, of the 15th May 1886 (*Government Gazette* 20th May 1886, page 432).

BOMBAY PORT RULES.

Vide Notification No. 47, *Marine Department, dated Bombay Castle,* 17*th August* 1881, *published in the Government Gazette of* 25*th August* 1881.

The following Rules are made under the provisions of Act XII (The Indian Ports Act) of 1875.

I.—*Entering or Leaving Port.*

1. Pilots may take steamers to sea from clear berths, or bring them into Harbour on ordinary nights, when the lights are visible and reasonable distant objects discernible, but they shall on no account run unnecessary risks by venturing within the leading marks, or keeping vessel under weigh when the lights cannot be seen.

2. Vessels arriving without a pilot shall anchor to the eastward of the Sunk Rock Light.

3. Vessels under weigh in the S. W. Monsoon shall have both lower anchors and cables clear and ready for use if required.

II.—*Berths of Vessels.*

4. All vessels within the Port of Bombay shall be bound to take up such berths as may be appointed for them by the Harbour Master, and shall change their berths and remove when required by that authority.

III.—*Striking Masts and Yards.*

5. All Vessels whilst moored within the Port of Bombay shall have their jibbooms rigged in, and shall, when ordered by the Port Officer, or any of his Assistants, rig, in their driver booms and strike their masts or yards. Signals made from the Flagstaff on the N. E. bastion of the Castle, directing the striking of masts or yards or the rigging in of booms, shall be obeyed as orders.

IV.—*Removal and Placing of Anchors, &c.*

6. Anchors shall not be allowed to remain cock-billed nor spare spars be allowed to hang alongside or astern of any vessels.

V.—*Vessels taking in particular Cargoes.*

7. Vessels taking in or discharging ballast, or any kind of cargo within the Port of Bombay, shall be bound to take up such berths as the Port Officer may direct.

8. Vessels when not working cargo during the night shall have any open hatchways protected by stout nettings.

VI.—*Keeping Free Passages.*

9. Free passages shall be kept to all piers, jetties, landing places, wharves, docks and moorings, and all boats and vessels shall be bound to move, when required, to clear such passages.

10. A clear space of at least 30 yards wide is to be preserved in front of all landing places;

11. Boats, whether ship's boats or boats plying for hire, shall not lay alongside any of the piers or landing-place longer than is actually necessary to embark or land passengers and their baggage, &c., but will anchor or lay off at a distance of at least 30 yards from such pier or landing-place, so as not to obstruct the approach thereto.

12. No vessels of or exceeding 100 feet in length shall attempt to turn in the inshore channel, hereinafter defined, between the extreme north-east corner of the Carnac Bandar and the buoy marking the south-west extreme of Cross Island reef, except by means of warps or springs attached to the piers; the usual method of turning these vessels when requiring to do so, on approaching or leaving the piers, shall be by proceeding out through the channel and turning either to the north or south clear of the channel.

Government Notification No. 97, 16th December 1885(paras. 12 to 14.

13. No vessel of the above description shall attempt to turn in the said in-shore channel between the points aforesaid when the water is at a lower level than half tide.

14. The in-shore channel hereinbefore referred to comprises that area of water bounded on the North by a line drawn from the northern extreme of the Carnac Bandar sea wall, to the extreme North point of Cross Island on the east by a line drawn through the buoy marking the south-west and the beacon marking the north-west extremes of the Cross Island reefs, and extended to the north limit; on the south by a line drawn to the eastward with the northernmost of four small square houses (known as Canjee Houses) on Fort George, and the north-east corner of the new Bori Bandar Terminal Railway Station in transit; on the west, from the south limit to the southern extreme of the Mody Bandar sea wall, by a line drawn through the beacon marking the shoal to the north of Cross Island, and the beacon, marking the extremes of the north-west of the reefs off Cross Island, and continued to the southern limit, and from the southern extreme of Mody Bandar to the northern limit, by a line drawn along the sea face wall of Mody and Carnac Bandars.

15. It shall be the duty of all other vessels to keep out of the way of sea-going vessels in charge of Pilots when passing through the wet dock channels, and every such sea-going steamer, or tug towing a sea-going vessel in charge of a Pilot, when so passing through the wet dock channels, shall sound the steam whistle at short intervals as a warning to other vessels to get out of the way.

Government Notification No. 117, 17th December 1889.

16. A large red signal ball by day, and two red lights, one above the other, by night, shall be exhibited at the Victoria or Prince's Dock flag staffs, when the dock gates are open, as a warning to other vessel keep clear of sea-going vessels navigating the wet dock channels

17. For the purposes of these rules, the wet dock channels are defined as follows:—

"Bounded on the North by a line drawn through two transit poles surmounted by cones fixed on the east and west side of the Prince's Dock and continued to the Eastward.

"On the East by the East side of Cross Island in transit with the Dolphin Lighthouse.

"On the South by a line drawn from the centre of the gable at the North-East corner of No. 13 shed, the round venetianed window, in the middle of which is painted white, to North Channel Beacon; thence on a line with the North Channel Beacon in transit with the lighthouse tower on the Island.

"On the West from the steps about 600 feet South of Victoria Dock entrance to the North transit line, or about 450 feet North of the Island between the Prince's Dock Gates."

VII.—*Anchoring and Mooring.*

18. All vessels within the Port of Bombay shall moor and unmoor or anchor in accordance with the orders of the Port Officer or of the Harbour Master.

19. No vessels shall anchor within that portion of the Port of Bombay comprehended as follows:—On the North by a line drawn from the extreme northern point of Kundaree (Kenery) Island to the patch of isolated rocks situated near and to the north-eastward thereof, and thence to the south brow of Kunkeswar Hill. On the east by the line of coast extending along the foreshore from a point due west of the South brow of Kunkeshwar Hill to the boundary mark erected on the beach close to the fishing village of Navagam at the mouth of a creek about 2 miles to the South of the South brow of Kunkeshwar Hill. On the South by a line drawn westward from the boundary mark above referred to through the Southern extreme of Oondary Island to the beacon to the eastward of Kundaree (Kenery) Island and thence to the South extreme of the latter, and on the west by the eastern shore line of Kundaree (Kenery) Island.

Government Notification No. 89, 30th October 1886.

20. Between the 1st of June and 30th of September vessels shall be moored with 60 fathoms of cable on the flood and 45 fathoms on the ebb anchor, and between the 1st of October and the 31st of May with 45 fathoms on the flood and 45 fathoms on the ebb, and shall keep a clear hawse.

Government Notification No. 95, 17th November 1866.

21. Vessels when moored or at anchor, shall have ranges of both cable on deck ready to be veered immediately on receiving orders to do so.

22. Vessels at single anchor shall also have a second anchor ready to be let go.

VIII.—*Moving or Warping.*

23. All vessels within the Port of Bombay shall be moved or warped from place to place as required and by such means or appliances as may be ordered by the Port Officer or Harbour Master.

24. No vessel shall cast off a warp that has been made fast to her to assist a vessel mooring, without being required to do so by the pilot, or officer in charge of the vessel mooring.

25. Commanders of steam vessels when about to enter or leave the Prince's Dock shall keep a sufficient pressure of steam to move their Engines ahead or astern at full power, as may be required, until such time as their ships are berthed in the Dock, or are clear of the channel and shall be responsible for such pressure being so maintained.

Government Notification No. 14, 10th March 1886.

IX.—*Use of Mooring Buoys.*

26. No private vessel shall use any of the Government fixed moorings without permission.

X.—*Regulation of Boats.*

27. More than two tiers of two in each tier, of cargo Boats, full or empty, shall not be permitted to hang astern of any vessel without permission of the Port Officer.

28. The Master or other person in charge of any vessel when at anchor or moored in the harbour, shall not allow such a number of cargo boats to be made fast to the vessel either alongside or astern, as shall cause the vessel to drag its anchor or moorings.

Government Notification No. 6, 2nd February 1886.

29. Rafts of timber made fast to vessels shall not be allowed to extend more than one hundred feet from the stern, or more than fifty from the side of the vessel.

30. Rafts of timber shall not be warped, floated, or moved in any way across the Prince's or Victoria Dock Channels at any time when the red ball is hoisted at the Dock Signal Flagstaff by day, or when the two red lights are hoisted at the Signal Staff at night.

Government Notification No. 116, 17th December 1889.

31. Boats whilst under weigh shall observe the rules of the road at sea enacted by Her Majesty's Order in Council, dated 11th August 1884.

32. When two boats, one being propelled by sails and the other by oars, are proceeding on a course which, if continued, will involve risk

of collision, the boat propelled by oars shall keep out of the way of the other, but the boat under sail shall use every precaution to avoid accident, and if necessary shall alter its course.

33. Tugs when not towing launches, any other boats propelled by steam shall keep out of the way of all other boats.

34. Tugs, launches, and other vessels, steam and sailing, shall carry the regulation lights, as ordered by Her Majesty's Order in Council, dated 11th August 1884.

35. Launches and other boats propelled by steam shall be steered from forward of the centre of the vessel, and the helmsman shall so be placed as to have a clear view around and to some distance from the vessel.

36. Licensed boats shall on all occasions when it may be practicable give way to private boats or to boats belonging to vessels of war.

XI.—*Fires and Lights.*

37. Boats laying within 50 yards of the Dockyard stairs or wharfs, or within 50 yards of the wharf in the basin formed within the breakwater in the vicinity of the Custom House Bandar, or of any of the Dry or Wet Docks in the port, shall not have any fire on board.

38. Pitch shall not be heated on board vessels but in a boat alongside or astern.

39. Vessels whilst loading cotton shall not have any unprotected lights in the hold or orlop.

40. All spirits, oil, paints and spirits of turpentine or other inflammable substances on board the vessels shall be stored in a place of security.

41. Vessels requiring to be steamed or fumigated shall be moored below the Middle Ground clear of the shipping.

XII.—*Signal Lights.*

42. All vessels of whatever rig or denomination when under weigh or at anchor, shall exhibit the lights ordered under Her Majesty's Order in Council dated August 11th, 1884, and when moored in the Harbour, shall exhibit where it can best be seen, but at a height not exceeding 20 feet above the hull, a bright white light in a globular lantern not less than 8 inches in diameter, and so constructed as to show a clear, uniform and unbroken light, visible all round the horizon at a distance of at least one mile.

XIII.—*Number of Crew.*

43. All vessels when afloat within the Port shall have on board a sufficient number of crew to perform any duties which may become necessary for the safety of the vessel in regard to veering or having in cable, bracing up the yards, striking masts and the yards, &c., in case an emergency arising.

XIV.—*Landing Place at the Apollo Pier.*

44. The steps at the east face of this pier shall be the ordinary landing place for launches, cutters, gigs, or other vessels propelled by steam power, to go alongside for the purpose of landing or embarking passengers or for any other purpose.

Government Gazette of 21st May 1891, page 412.

It is prohibited for the above vessels to use the slope or inside steps on the north side of the pier or the slope on the south side except between the 15th May and 15th September each year.

Penalty for infringement of this Bye-law Rs. 50 (fifty).

XV.—*Use of Whistles or Syrens.*

45. No whistle or syren shall be used by any person on a steam launch within 200 yards of a landing-place, except when necessary for the purpose of giving warning to the other vessels of the proximity or approach of the steam launch.

Government Gazette of 7th July 1892, page 606.

Revenue Department

Bombay Castle, 24th December 1889.

No. 9724.—In exercise of the powers conferred by Section 5 of the Indian Explosives Act IV of 1884, the Governor of Bombay in Council is pleased with the previous sanction of the Governor General in Council, to make the following rules to regulate the transport of explosives within the limits of the Port of Bombay :—

Rules.

Rules 1, 2, 3, 4, 5, and 7 to regulate the transport of explosives made by the Governor General in Council and published under Government of India Notification No. 1417, dated the 24th June 1887, and Government of Bombay Notification No. 3956, dated the 29th June 1887, shall subject to the following rules, apply to the transport of explosives within the limits of the Port of Bombay :

Rule (*a*).—The master of any vessel arriving with explosives exceeding in weight 100 lbs. on board as cargo shall give notice thereof to the Pilot immediately on his boarding.

Rule (*b*).—No sea-going vessel having explosives on board in excess of 100 lbs. weight, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, shall carry the same nearer to the shipping or city of Bombay than one mile eastward of the Middle Ground Battery, and no vessel shall within such limits take on board from any other vessel more than 100 lbs. weight of explosives or such quantity as with explosives already on board would exceed in weight 100 lbs., excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps.

Rule (*c*).—Every sea-going vessel having more than 100 lbs. of explosives on board, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, shall carry during the day a square red flag at the fore truck and at night a red light in the same place in addition to the Regulation lights, and every vessel or boat used in transporting explosives, excepting as aforesaid in the Port of Bombay, shall exhibit on a board or otherwise the word "Explosives" painted in white letters a foot long on a black ground on each side of the vessel or boat above the water line. Vessels and boats employed in landing or shipping explosives and having on board more than 100 lbs. explosives, excepting as aforesaid, when required to remain at anchor shall anchor to the eastward of the shipping and not nearer to any of the shipping than half a mile to the east thereof.

Rule (*d*).—The consignee, agent or other person concerned shall give written notice 48 hours before the expected arrival of any vessel having explosives in excess of 100 lbs. weight on board, excepting safety cartridges, safety fuses for blasting, railway fog signals and percussion caps, or before shipment of any such explosives, to the Port Officer and the Superintendent of Water Police, and the latter shall depute a special officer to remain in charge of such explosives until the same have been deposited in the Magazine of the vessel carrying the same proceed to sea.

Rule (*e*).—The amount of explosives conveyed in any one vessel or boat at any one time shall not exceed 560 lbs. unless the vessel or boat has a closed deck approved by the Port Officer.

No decked boat or vessel shall carry more than 50 tons of explosives at one time. This rule does not apply to sea-going vessels.

Rule (*f*).—The Port Officer is authorized, on occasions when he may deem expedient, to permit ammunition when properly packed in cases, when such cases do not exceed 50 in number, to be shipped on board a vessel lying at the ordinary anchorage on the day or the day before such vessel is intended to sail. Shipments shall be effected under the same precautions and conditions as are prescribed in these rules. Ammunition permitted to be shipped under this rule must be taken in immediately on the boat going alongside and no cargo boat or other vessel having fire on board shall be permitted to lie on the same side of the vessel during the time of such shipment.

Rule (*g*).—If any person commits a breach of any of the foregoing rules (*a*) to (*f*), he shall be punished with fine which may extend to one thousand rupees.

By order of His Excellency the Right
Honourable the Governor in Council,

T. D. MACKENZIE,
Acting Chief Secretary to Government.

GENERAL DEPARTMENT.

Bombay Castle, 18*th September* 1889.

No. 3873.—In exercise of the power conferred by Section 6, clause (*p*), of the Indian Ports Act X of 1889, the Governor in Council is pleased, with the previous sanction of the Governor General in Council, to make the following rules for the medical inspection of vessels and to publish them for general information :—

I.—The Master of every vessel in or entering Port on board of which there is or has been during the voyage from which she is arriving or has last arrived, either among the passengers or crew any case of cholera, small-pox or other epidemic disease common in India, or of measles or scarlatina, or if two or more deaths from unknown or suspicious causes have occurred on the voyage, shall report such case or cases at the earliest possible moment to the Health Officer of the Port, unless it shall appear that notice has already been received by that officer through the Pilot or by signal or otherwise as provided for by Rule II.

II.—If the vessel is coming into Port the Master shall report such case or cases to the Pilot or other boarding officer at the earliest opportunity, or if she be not boarded or is already at anchor within Port limits shall hoist a signal which shall be during the day the Flag R. of the Commercial Code at the main and during the night two white lights one above the other at the same place, and shall also verbally by an officer or in writing inform the officer in charge of the Police Hulk. If the vessel be in Dock the report should be made at the Dock Master's Office.

It shall be the duty of Pilot or other officer to whom any such report is made to communicate the same directly to the Health Officer of the Port. The Port Officer or officer in charge of the Police Hulk in any case of which he has received information from a Pilot or other officer, or by signal, and the officer in charge at the Dock Master's Office in any case reported there, shall forthwith communicate the information to the Health Officer of the Port and shall inform the Master of his having done so.

Pending the arrival of the Health Officer the Master should act as laid down in Rules V and VI.

III.—The Health Officer, as early as possible after receipt of any report of the nature contemplated in Rules I and II, shall inspect the vessel, more especialy with reference to its sanitary condition; shall inquire into the circumstances attending the case or cases of the said disease; and shall with the assistance of the Police and Municipal authorities arrange for the conveyance of all persons suffering from such disease to a hospital, unless the sick person or his friends can make adequate provision elsewhere, and for the separation and disinfection or destruction of any infected bedding, clothes, or cargo.

IV.—Provided that no onward-bound passengers shall be removed from the vessel and no cargo or property shall be destroyed, otherwise than with the consent of the Master of the vessel or of the owner

except under the clearest necessity—and of every such case a special report explaining the reasons for the action taken must be submitted to Government.

V.—No vessel coming under Rule I shall enter Dock without the permission of the Health Officer of the Port. But where the disease or diseases in question are limited to one or two cases, she shall not be prohibited from proceeding to or remaining at the usual place of anchorage in the harbour, nor as a rule need the passengers or crew be detained on board pending the inspection of the Health Officer. But the Master of the vessel shall be held responsible that all suitable precautions are taken to prevent the spread of the disease, and that no passenger suspected of having such disease is allowed to depart, and no bedding, cargo, or other article which has been tainted by the discharges of, or by contact with persons suffering from such disease is landed before the inspection.

VI.—Where cases have been more numerous than one or two, or when from their occurring on Pilgrim or Emigrant ships or for other special reasons further precautions may be deemed advisable, the vessel shall proceed or be removed as soon as possible to the anchorage appointed for the purpose, and none of the passengers or crew shall be allowed to leave, nor in the case of undecked vessels shall any cargo be disturbed until the Health Officer has made his inspection and has taken such measures as he considers necessary.

VII.—Vessels coming under the last rule shall remain at the appointed anchorage and shall fly the flag Q by day at the main and by night exhibit two red lights one above the other at the main till they have been thoroughly cleansed and fumigated, all other precautions considered necessary by the Health Officer have been taken and permission has been given by him for them to proceed on their voyage or to the usual place of anchorage. Provided that all of the passengers and crew who on inspection by the Health Officer are found healthy may be allowed to leave at once under such precautions as he may consider necessary, the Health Officer of the Municipality being warned to the action taken.

In the case of small-pox it shall be the duty of the Health Officer of the Port to cause to be vaccinated all those on board who appear to require this protection and who are willing to accept it.

VIII.—No person dying of any infectious disease of the nature contemplated in these or in the Quarantine rules shall be buried by sea burial within 10 miles of the Port. Persons dying of such disease in Port shall be burnt or, where burning is impossible, buried on shore. Bodies may be given to the relations or friends of the deceased for disposal, the Health Offices of the Port and Municipality and the Police being informed. The latter shall take steps to see that the burning or burying is carried out without undue delay and that proper precautions are taken against the spread of the disease.

In the absence of friends or relations the expense of disposing the corpse must be borne by the Master or owner of the vessel who will

be held responsible that the requirements of this rule are attended to. In the case of infectious diseases in an epidemic form occurring among the Shipping and Native Craft, they will be removed to the appointed anchorage under arrangements to be made by the Port Officer and the corpses either buried or burned on shore under special arrangements to be made by the Water Police.

IX.—All officers of Customs, Port Trust, Water and Dock Police, the Executive Health Officer of the Municipality and the Resident Surgeons of Public Hospitals should immediately communicate to the Health Officer of the Port information of any case of infectious disease among the shipping, on the foreshore, or in places frequented by seamen that may come to their notice.

By order of His Excellency the Right Honourable the Governor in Council,

J. NUGENT,
Chief Secretary to Government.

BOMBAY STORM-WARNING SIGNALS.

The following Storm-warning Signals will be displayed at the undermentioned places at this Port, *viz.* :—

The Castle Flagstaff (by day and night).
The Victoria Dock entrance Flagstaff (by day only).

Signal No. 1.

Or warning signal consists of a canvas shape representing a drum, and when hoisted signifies that a storm is in existence in the Arabian Sea which may either approach the Port or which may shortly cross one or the other of the usual tracks of vessels leaving the Port.

There is no night signal corresponding to this day signal.

Signal No. 2.

A black cone apex down by day, and three red lights apex down by night. This signifies that a cyclonic storm is likely to affect the Port and give it strong winds at first from Southwards. The shift of wind will depend on the track of the storm (*i.e.*, whether from East or West, &c.)

Signal No. 3.

A black cone apex up by day, and three red lights apex down by night. This signal signifies that a cyclonic storm is likely to effect the Port and give it winds, at first from Northwards. The shift of wind will depend upon the track of the storm (*i.e.*, whether from East or West, &c.)

Signal No. 4.

A black drum over a black cone by day and four red lights in the form of a square by night.

This signal signifies that a heavy cyclone is approaching the port and that the centre will probably pass over or very near to the Port; and hence that the shift of wind is likely to be rapid and the strength of the wind to be very great.

The signals will be hoisted on receipt of instructions from the Simla Meteorological Office, and will be finally lowered on receipt of instructions from the Simla Office when the storm has broken up or is no longer likely to give bad weather at this Port.

Copies of all Weather Telegrams received from Simla will be posted at the Port Office, and also at the Dock Master's Office, Prince's Dock.

Ship Masters wishing for more precise information should consult these telegrams.

Cautionary Signal.

Note.—*The square flag W of the International Code will be hoisted on the storm Signal Staff as a cautionary signal. It indicates the existence of disturbed weather of some part of the West Coast of India in the neighbourhood of the port or ports at which the signal is hoisted; or the advance of a cyclonic storm across the Peninsula from the Bay of Bengal which may hence shortly cross the Western Ghats and give squally or stormy weather in the Arabian Sea. The disturbed conditions may in either case pass away without giving stormy cyclonic weather to the West Coast ports or adjacent parts of the Arabian Sea, in which case the cautionary signal will be taken down as soon as it is certain that stormy weather will not shortly follow. If, however, this disturbed weather be the first indication of the probable formation or approach of a cyclonic storm, this cautionary signal will be followed by one of the ordinary storm signals indicating the probable position, character and tract of the approaching storm.*

Government Gazette of 6/10/92, Part I, page 997.

In accordance with Act V of 1883, the Master of any vessel which has been lost, stranded or materially damaged, or on which any casualty has happened resulting in loss of life or has caused damage to any other vessel, should report the same to the Port Officer, Bombay, failing which he is liable to a penalty of Rs. 500 or three months' imprisonment.

Report of accident to vessel or loss of life to be made to the Port Officer, Bombay.

The following offences are punishable by fine or imprisonment under Act X of 1889.

1. Injuring buoys, beacons or moorings.
2. Wilfully loosing vessel from moorings.
3. Improperly discharging ballast or ashes, &c., into the harbour.
4. Boiling pitch on board.
5. Drawing spirit by unprotected artificial light.
6. Refusing to allow hawser to be made fast for warping any other vessel or letting it go without orders.
7. Leaving out a hawser or rope after sunset.
8. Discharging firearms except as distress signals.
9. Omitting to take order to extinguish fire on board, or obstructing any Port Official in so doing.
10. Unauthorized persons not to search for lost stores sunk in the harbour.
11. Removing stones or injuring shores.
12. Moving vessel of over 200 tons register without pilot.
13. Every vessel of over 200 tons must have a proper force pump and hose, &c., for extinguishing fire.
14. Refusing to hoist number when passing Signal Station.
15. Hoisting unlawful colours.

MAURICE BEAN, CAPTAIN, R. I. M.,
Port Officer of Bombay.

PORT OFFICE, BOMBAY, 22ND AUGUST 1889.

BOMBAY PORT TRUST.

CHAIN TESTING HOUSE.

Regulations.

1.—Every chain or other material brought to the establishment for the purpose of being tested must be accompanied by a delivery note setting forth all particulars. The Port Trustees will not be liable for any error in the delivery note, nor for any defect or deficiency in the articles delivered, nor shall they be in any way responsible.

2.—All chains and other materials will, as far as possible, be tested in consecutive order as they are received.

The Trustees reserve the right to test chains and materials in any order that may be most convenient with regard to public requirements and the working of the machine. The Trustees will not be liable or responsible for the consequences of any delay.

3.—Every chain when tested and examined will be stamped with the authorized proof mark and also with a consecutive number, and on chains larger than ½ inch, with the amount of the test corresponding with that on the certificate which shall accompany it when delivered.

4.—When chains or other materials brought for the purpose of being tested are ready for delivery, the Superintendent shall give notice thereof to the parties who sent the same, with an account of the charges due thereon, and if the said articles be not removed within seven working days after such notice, the sender thereof shall be chargeable thereafter with storage rent at the rate of one rupee for each chain per week or portion of a week until the date of removal, which must be within the period mentioned in Article No. 6 of these regulations. No less charge to be made than for one week.

5.—All charges for testing chains or other materials must be paid to the Secretary, who will give a receipt for the same. Delivery of chains and other materials will be given and certificates granted only on production of the Secretary's receipt for the charges.

6.—The Trustees shall have power to detain any and every chain or other material which shall have been tested until the charges thereon and all other monies for the time being owing to the Trustees from the owner thereof, or the parties in whose name the articles have been deposited, shall be paid, and if such charges and other monies shall not be paid within one month after notice in writing to pay and remove the same has been given, as provided in section No. 4 of these regulations, the Trustees shall have power to dispose of such property by auction, and after retaining all dues and charges thereon, and all other monies owing to the Trustees, shall pay the balance, if any, to the owner or parties in whose name the articles have been deposited.

7.—No chain or other material shall be delivered without an order in writing from the sender.

8.—Certificates in proper form and numbered to correspond with the number on the Register kept in the establishment and with the stamp on the chain shall be delivered with each chain when taken away from the establishment, or on production of the Secretary's receipt for payment of the charges, the printed counterfoil being in all cases duly filled up before the certificate is cut out of the book. Each certificate shall be signed by the Superintendent of the establishment, and in no case shall a certificate be issued in which any alteration, correction or erasure shall have been made. Duplicate certificates will only be granted on written application to the Secretary on payment of a charge of one rupee.

9.—No certificates shall be granted for any article that has not stood the strain without injury.

10.—The Superintendent shall keep, in addition to other necessary books, Registers in which shall be entered an account of every chain and other material brought to the establishment for the purpose of being tested. Each entry shall convey the following particulars:—

Date of receipt.
From whom received.
Description of article.
Date of testing.
To what test submitted.
Remarks as to testing.
Number and causes of failure.
Date of notice to owner when testing completed.
Date when removed.

11.—No chain shall be tested in the establishment which has been blacked prior to its having been brought there to be tested, or is not sufficiently clear of grease or tar to be easily examined.

12.—All repairs to chains to be done by the workmen of the Trustees shall be done in the usual working hours unless under special circumstances.

13.—All old or scrap iron, whether from defective links or otherwise, shall be retained at the establishment, and shall become the property of the Port Trustees, to be dealt with by them as they shall see fit.

14.—Application of tests in accordance with the Chain Cables and Anchors Act, 34 and 35 Vic., chapter 101.

(1.)—The Superintendent shall select and cut out a piece of three links from every fifteen fathoms of new chain to be tested, and shall test that piece by subjecting it to the appropriate breaking strain mentioned in the second Schedule of the Chain Cables and Anchors Act, 34 and 35 Vic., ch. 101.

(2.)—If the piece so selected fail to withstand such breaking strain he shall select and cut out another piece of three links from the same fifteen fathoms and shall test such piece in like manner.

" (3.)—If the first or second of such pieces of any fifteen fathoms of cable withstand the breaking strain, he shall then, but not otherwise, test the remaining portion of that fifteen fathoms of cable by subjecting the same to the tensile strain mentioned in the principal Act above mentioned.

No chain shall be re-tested which has broken three times in each fifteen fathoms, and no new chain shall be tested at a strain lower than that laid down in the table of strains appended, but old chains and old chain slings will be tested to any strain required, which must be given in writing and signed by the owner. Chains and chain slings which have been used will, for this purpose, be considered old, though not necessarily old in age or appearance.

15.—In all cases when a chain varies from the nominal dimensions by $\frac{1}{16}$th of an inch, such chain shall be subject to the test required for $\frac{1}{8}$th of an inch more or less than the nominal size of such chain.

16.—Parties who wish to ascertain the safe working load of a chain must send a written request with the delivery note.

Such chains will be carefully gauged and a length of not less than 8 links in every piece or every length of 15 fathoms to be selected by the Superintendent shall be broken. If the breaking strain of these links is not less than the tabulated breaking strain corresponding to the actual gauge of the thinnest links of the chain, the rest of the chain will be subjected to the tabulated proof load corresponding to the actual gauge. If the breaking strain of these links is less than the tabulated breaking strain corresponding to the actual gauge of the chain, the rest of the chain will only be subjected to the proof load corresponding with the breaking strain as ascertained, but no chain will be taken for test in which any one link is 20 per cent. under the nominal size. The proof load and breaking strain only will be certified. The working load should never be more than half of the proof load, but no certificate of this will be issued.

17.—The making of any experiments or the testing of ropes or other material other than for the Port Trust, shall not be permitted to interfere prejudicially with the testing of chains.

18.—Specimens of plates or other materials for testing must be 18 inches long and not more than 3 inches wide, nor more than $\frac{3}{4}$ inch thick. Round bars must not be more than $1\frac{1}{8}$ in. diameter, or square bars more than 1 inch square.

19.—No person shall be admitted into the establishment without the sanction of the Superintendent, and no person other than the Superintendent and his assistant shall be allowed inside the testing house while the strain is on any chain or rope.

20.—No persons engaged at the establishment is permitted to receive any fee or perquisite on pain of instant dismissal.

21.—Fifteen fathoms of chain are to be charged as one length; chains of less than fifteen fathoms tested singly are to be charged as one length.

22.—The charge for experiments or the testing of any article other than chains shall be at the rate of Rupees sixteen for each hour or portion of an hour during which work on them is in progress.

23.—The subjoined table is to be the table of breaking strains, proof strains and charges for work done at the establishment, and printed copies of the regulations and charges shall be exhibited in the Dock Offices and in the establishment; copies also can be obtained on application to the Superintendent.

By Order,

(Form of Certificate.)

BOMBAY PORT TRUST.

CHAIN TESTING HOUSE.

This is to certify that

Tons. cwt. qrs. lbs.

weighing been

sted at this machine

and found capable of sustaining a degree of tension equal to Admiralty Test of and being subsequently xamined did not show any defect.

Length Mark No.

Superintendent.

For

STUD LINK CHAINS.

Diameter of Iron common links.	Size of links.		Breaking strain which 3 links in 15 fathoms must withstand previous to the tensile strain.	Charge for applying breaking strain to 3 links in each 15 fathoms.	Tensile strain to be applied to every 15 fathoms.	Charge per ton for tensile strain.	Total charge for tensile strain to 1 length not over 15 fathoms.
			Tons.	Rs. a. p.		Rs. a. p.	Rs. a. p.
7/16	2⅜	1 19/32	5 1/10	2 8 0	3 4/10	1 4 0	4 4 0
½	3	1 13/16	6¾	2 8 0	4 5/10	1 2 0	5 1 0
9/16	3⅜	2 1/32	8 4/10	2 8 0	5⅛	1 2 0	6 5 3
⅝	3¾	2¼	10 5/10	2 8 0	7	1 0 0	7 0 0
11/16	4⅛	2 15/32	12¾	5 0 0	8 5/10	1 0 0	8 8 0
¾	4½	2 11/16	15⅛	5 0 0	10½	0 14 0	8 13 9
13/16	4⅞	2 15/16	17 8/10	5 0 0	11⅞	0 12 0	8 14 6
⅞	5¼	3 5/32	20⅝	5 0 0	13¾	0 12 0	10 5 0
15/16	5⅝	3⅜	23 7/10	7 8 0	15 8/10	0 12 0	11 13 7
1	6	3 19/32	27	7 8 0	18	0 11 0	12 6 0
1 1/16	6⅜	3 27/32	30 4/10	7 8 0	20 3/10	0 10 0	12 11 0
1⅛	6¾	4 1/16	34⅛	7 8 0	22⅝	0 10 0	14 3 6
1 3/16	7⅛	4 9/32	38	10 0 0	25⅜	0 10 0	15 13 9
1¼	7½	4½	42⅞	10 0 0	28⅛	0 10 0	17 9 3
1 5/16	7⅞	4 23/32	46½	10 0 0	31	0 10 0	19 6 0
1⅜	8¼	4 15/16	.....	.....	34	0 9 6	20 3 0
1 7/16	8⅝	5 3/16	.....	.....	37½	0 9 0	20 14 1
1½	9	5 13/32	.....	.....	40 5/10	0 8 6	21 8 3
1 9/16	9⅜	5⅝	.....	.....	43 9/10	0 8 0	21 15 2
1⅝	9¾	5 27/32	.....	.....	47 5/10	0 8 0	23 12 0

For re-testing chains half the above prices.

For welding up lengths of chain and providing links.

Up to ½″, 8 annas; ½″ to 1″, Rs. 1; 1″ to 1½″, Rs. 2½; 1½″ to 2″, Rs. 4 per link.

SUNDRY CHARGES.

Short lengths of chain slings and other articles by special arrangement minimum charge Rs. 5. Experimental testing of samples of iron, steel, wire, rope, &c., Rs. 16 per hour; no less charge than Rs. 10.

Coolies' labour to be found by parties using the machine, or else paid for extra.

The Trustees will not be responsible for liabilities nor risk of any kind.

SHORT LINK CHAINS.

Diameter of Iron common links.	Size of links.		Breaking strain which 3 links in 15 fathoms must withstand previous to the tensile strain.	Charge for applying breaking strain to 3 links in each 15 fathoms.	Tensile strain to be applied to every 15 fathoms.	Charge per ton for tensile strain.	Total charge for tensile strain to 1 length not over 15 fathoms.	Working load not to exceed.
			Tons.	Rs. a. p.	Tons.	Rs. a. p.	Rs. a. p.	Tons.
1/4	1 7/32	7/8	1 1/2	2 0 0	3/4	3 5 4	2 8 0	...
5/16	1 17/32	1 3/32	2 1/4	2 0 0	1 1/8	3 0 0	3 6 0	9/16
3/8	1 27/32	1 5/16	3 1/4	2 0 0	1 5/8	2 4 0	3 10 6	13/16
7/16	2 1/8	1 17/32	4 1/4	2 0 0	2 1/4	2 0 0	4 8 0	1 1/8
1/2	2 7/16	1 3/4	6	2 8 0	3	1 10 0	4 14 0	1 1/2
9/16	2 1/2	1 31/32	7 1/2	2 8 0	3 3/4	1 10 0	6 1 6	1 7/8
5/8	3 1/16	2 3/16	9 1/4	2 8 0	4 5/8	1 8 0	6 15 0	2 5/16
11/16	3 3/8	2 13/32	11 1/4	2 8 0	5 5/8	1 4 0	7 0 6	2 13/16
3/4	3 11/16	2 5/8	13 1/2	5 0 0	6 3/4	1 2 0	7 9 6	3 3/8
13/16	3 31/32	2 27/32	15 8/10	5 0 0	7 9/10	1 0 0	7 14 4	3 19/20
7/8	4 9/32	3 1/16	18 1/4	5 0 0	9 1/8	1 0 0	9 2 0	4 9/16
15/16	4 19/32	3 9/32	21	5 0 0	10 1/4	0 14 0	9 3 0	5 1/4
1	4 29/32	3 1/2	24	7 8 0	12	0 12 6	9 6 0	6
1 1/16	5 7/32	3 23/32	27	7 8 0	13 1/2	0 12 0	10 2 0	6 3/4
1 1/8	5 1/2	3 15/16	30 1/4	7 8 0	15 1/8	0 12 0	11 5 6	7 9/16
1 3/16	5 13/16	4 5/32	33 3/10	7 8 0	16 9/10	0 12 0	12 10 9	8 9/20
1 1/4	6 1/8	4 3/8	37 1/2	10 0 0	18 3/4	0 11 0	12 14 3	9 3/8
1 5/16	6 7/16	4 19/32	41 1/4	10 0 0	20 5/8	0 11 0	12 14 3	10 5/16
1 3/8	6 3/4	4 13/16	45 1/4	10 0 0	22 5/8	0 11 0	14 2 3	11 5/16
1 7/16	7 1/32	5 1/32	49 1/4	10 0 0	24 3/4	0 11 0	15 7 6	12 3/8
1 1/2	7 11/32	5 1/4	.....	.....	27	0 11 0	16 14 0	13 1/2
1 9/16	7 21/32	5 15/32	.....	.....	29 1/4	0 11 0	18 4 6	14 5/8
1 5/8	7 31/32	5 11/16	.....	.....	31 5/8	0 11 0	19 12 3	15 13/16
1 3/4	8 19/32	6 1/8	.....	.....	36 3/4	0 9 0	20 10 9	18 3/8
1 7/8	9 3/16	6 9/16	.....	.....	42	0 8 0	21 0 0	21
2	9 13/16	7	.....	.....	48	0 8 0	24 0 0	24

BOMBAY PORT TRUST.

PENSION AND PROVIDENT FUND RULES.

1. For the purposes of these rules the servants of the Trust shall be divided into the following classes :—

(A) Superior servants, as defined in the Government Civil Service Regulations.

I. Those appointed by Government in connection with the Harbour Properties prior to the formation of the Trust.

II. Those appointed by the late Harbour Board.

III. Those taken over by Government from the late Elphinstone Company.

IV. Those appointed by Government subsequent to the purchase of the Elphinstone Property.

V. Those taken over from Government with the Apollo Bonded Warehouses.

VI. Those appointed by the Trustees.

VII. Harbour Masters and Pilots.

(B) Inferior servants, as defined in the Government Civil Service Regulations.

These rules shall not be held to apply to labourers, artizans, &c., paid by daily wages, and not borne on the establishment lists of the Trust.

2. All superior servants of the Trust, other than Pilots, who were taken over from Government at the formation of the Trust in 1873, that is to say, Classes I. to V., as above defined, shall be admitted to the benefit of the Uncovenanted Service Rules applicable to Government servants of corresponding position, and shall be entitled, or otherwise, to pension or gratuity on retirement, according as their service does or does not fulfil the conditions laid down in the Civil Service Regulations.

*3. The service of Classes I. to V. for pension under the Uncovenanted Rules shall be reckoned from the dates of their first being appointed or transferred to the service of Government.

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* No. 3 has been modified from the original rules by Trustees' Resolution 232 of 30th April 1889. No. 4 of the original rules was also cancelled by the same Resolution.

4. For all superior* permanent servants of the Trust appointed under the present or former Port Trust Act, and also for all Harbour Masters and Pilots, that is to say, for Classes VI. and VII., as defined in Rule 1, a Provident Fund shall be established, to be maintained partly by their own subscriptions, and partly by contributions from the Trust.

5. Subscriptions to the fund shall be compulsory on all officers appointed subsequently to its establishment.

6. Superior permanent servants belonging to Class VI., also Harbour Masters and Pilots already in the service of the Trust, shall have the option of joining the fund, and of subscribing for their past service, subject to the following conditions :—

(*a*) That they must elect within six months whether they will join the fund or not.

(*b*) That their subscription for past service must be made within a term, counting from the date of the establishment of the fund, equal to the term of their antecedent service.

(*c*) That Harbour Masters and pilots may only subscribe for such past service as may have been rendered subsequently to the formation of the Port Trust, *viz.*, 26th June 1873.

7. Within the term above defined they shall be at liberty to pay in any sums, at their convenience, not exceeding in the aggregate the total sum to which their contributions, calculated as laid down in Rule 11 on their salaries or earnings during such antecedent service, would have amounted, and for each such payment shall be entitled to an equal contribution from the Trust.

8. Superior permanent servants included in Classes III., IV., and V., shall also be allowed the option of joining the provident Fund on

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* TRUSTEES' RESOLUTION No. 15, dated *3rd January*, 1884.

Read letter from the Dock Superintendent, dated 7th December, enquiring whether a Bill Collector is to be classed amongst superior or inferior servants, and whether he is entitled to Pension or Provident Fund Rules.

Read Minutes of members of Establishment Committee.

Resolution 15.—Bill Collectors should be treated as "Shroffs" in Government service. Their service being inferior if the pay does not exceed Rs. 15 a month.

TRUSTEES' RESOLUTION No. 16, dated *3rd January*, 1884.

Read Memo. from Dock Superintendent, dated 5th December, forwarding application from two Dock carpenters asking permission to join the Provident Fund.

Read Minutes of members of Establishment Committee.

Resolution 16.—The service of the Carpenters in question should be considered as "inferior."

the foregoing conditions, provided that any officer so electing to join the Provident Fund shall be held to have thereby waived his claim, under Rule 2, to the benefit of the Uncovenanted Service Pension Rules. Provided also that officers belonging to Classes III., IV., and V., shall be entitled to pay up their subscriptions, and to receive the corresponding Trust contribution for their service since the formation of the Trust only.

*9. Any officer included in Classes III., IV., and V., who having elected to join the Provident Fund under Rule 8 takes advantage of Trustees' Resolution No. 198, dated 9th April 1889, to withdraw from the Provident Fund shall thereupon be admitted to the benefit of the Uncovenanted Service Pension Rules applicable to Government servants of corresponding position as laid down by Rule 2. Any sums paid by him to the Provident Fund shall be repaid to him with accrued interest thereon; and any sums paid by the Trustees to the credit of his account in the Provident Fund shall, with accrued interest thereon, revert to the Trustees. Any share of forfeitures under Rule 23 that may have been credited to his account shall, with accrued interest thereon, be divided amongst the subscribers to the Provident Fund in proportion to the amounts they have subscribed during the year in which the said officer's connection with the Provident Fund ceases.

10. Officers and servants who having had the option of joining the Provident Fund neglect to do so, shall, except in so far as they may be entitled to the benefit of the Uncovenanted Service Pension Rules, have no claim whatever upon the Trust, on the part either of themselves or of their families.

11. Contributions† of subscribers other than Harbour Masters and

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* Additional rule sanctioned by Trustees' Resolution No. 232 of 30th April 1890 and Trustees' Resolution III. of 3rd March 1890.

† TRUSTEES' RESOLUTION No. 14, *dated 3rd January* 1884.

Read letter from the Assistant Secretary, dated 11th December, enquiring, with reference to Provident Fund Rule No. 11, whether in the event of a subscriber being on leave his contributions during his absence should be made at the rate of 5 per cent. on the pay of his appointment, or on the leave allowance he might be drawing. Also whether in the case of an officer being promoted from inferior to superior service, and becoming a subscriber to the Provident Fund, he would be allowed to subscribe for his past inferior service.

Read Minutes of members of Establishment Committee.

Resolution 14.—The contribution should be calculated on the amount actually drawn in all cases.

An officer promoted from inferior to superior service may either count the whole of his service as inferior towards pension on the "inferior" scale of pay, or he may, on appointment to a superior grade, join the Provident Fund, in which case he will waive all claim on account of inferior service and will contribute to the Provident Fund from the date of his appointment to a superior grade.

Pilots* shall be at one uniform rate of 5 per cent. on total salary or earnings,† exclusive of conveyance or house allowance, and current contributions shall be deducted month by month from their pay. Contributions of Harbour Masters and Pilots shall be at the same rates, but on their estimated earnings as follows :—

From 26th June 1873 till 31st August 1876.

Senior Pilots (now Harbour Masters) at the rate of	Rs.	400 a month.
1st Grade Pilots	,,	300 ,,
2nd ,,	,,	250 ,,
3rd ,,	,,	200 ,,
Probationers, Rs. 80 to 28th February 1875, thereafter	,,	100 ,,

From 1st September 1876 till 31st December 1879.

Master Pilots (now Harbour Masters) at the rate of	Rs.	475 a month.
1st Grade Pilots	,,	330 ,,
2nd ,,	,,	270 ,,
3rd ,,	,,	225 ,,
Probationers	,,	100 ,,

From 1st January 1880.

Harbour Masters at the rate of	Rs.	450 a month.
1st Grade Pilots	,,	400 ,,
2nd ,,	,,	330 ,,
3rd ,,	,,	265 ,,
Probationers	,,	100 ,,

12. The Trustees' contribution shall be at the rate of 100 per cent. on subscribers' contribution, and shall be made yearly on 31st March except in the case of death, when the Trust's contribution shall be made on that of the subscriber up to the time of death.

13. Separate accounts shall be kept for each subscriber, showing in the first place the amount of his own personal subscriptions, with the interest thereon as it accrues, and in the next, his share of the yearly Trust contribution with interest thereon.

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* Trustees' Resolution No. 167, *dated 13th March* 1884.

Read letter from the Assistant Secretary, dated 6th March, enquiring whether the contributions of Pilots to the Provident Fund should be credited on the 1st of each month as is done in the case of the rest of the establishment of the Trust, or whether they should be credited at the date on which their abstract is paid, about the middle of the month.

Read Minutes of members of Establishment Committee recommending that credit be given on 1st of each month.

Resolution 167.—The recommendation of the Establishment Committee is agreed to.

† Trustees' Resolution No. 376, *dated 3rd July* 1884.

Read Minutes of members of Establishment Committee on a reference made to them as to whether employés of the Trust should be allowed to contribute to the Provident Fund on account of earnings for over-time.

Resolution 376.—Contributions to the Provident Fund on account of over-time should not be allowed.

14. Interest shall be allowed by the Trust on all payments by subscribers, and also on the Trust's contribution, at *5 per cent. per annum, to be credited yearly on the 31st March.

15. Subscribers shall serve 15 years in order to entitle them to receive their shares of the Trust's contributions.

16. In the event of retirement before completion of that period, subscribers shall receive the amount of their own subscriptions only, with the interest thereon.

17 The Trustees shall have the power, in case the retirement is necessitated by certified incapacity for further service, or other causes beyond the subscribers' control, to waive forfeiture of share of Trust's subscription.

18. Dismissal for misconduct shall entail absolute forfeiture of all claim on the fund.

19. The Trustees shall have power, in cases in which misconduct is not criminal, to allow subscribers dismissed for misconduct to receive the amount of their own subscriptions only, with or without interest as the Trustees may decide.

20. Every subscriber shall be required to nominate a person to whom the amount standing at his credit shall be payable in the event of his death while in the service of the Trust, or before his claim on the fund shall have been discharged, and to keep up the nomination.

21. On the death of a subscriber the full amount standing to his credit, including Trust's contribution, shall be paid without deduction to his nominee appointed as provided above, irrespective of the period for which the subscriber may have served, but subject to any claim under Rule 25.

22. The amount to the credit of a subscriber who at his death has failed to nominate, or to keep up the nomination of a receiver, shall lapse absolutely to the Trust, provided that it shall be at the discretion of the Trustees to grant the whole or any part of any amount which may have so lapsed to any relative or dependant of the deceased subscriber whose circumstances appear to them to warrant such a concession.

23. Any lapses or forfeitures which may accrue during the year shall be divided amongst the subscribers in proportion to the amounts they have subscribed during the same year.

†24. Payments shall be made within three months from the date of retirement or death of the subscriber, and shall include interest up to the date on which payment is made; and if payment is not claimed before the expiration of the three months no interest shall accrue beyond that period.

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* Rate of interest increased from 4 to 5 per cent. by Trustees' Resolution No. 473 of 9th September 1887.

† Modified from original by Trustees' Resolution III. of 4th April 1890.

Rules Nos. 27 and 28 of 1st Edition of Provident Fund Rule were cancelled by Trustees' Resolution 277 of 15th May 1888.

25. The Trustees shall have power to recover any money claims the Trust may have against subscribers from the amount standing to their credit in the books of the Trust.

26. The accounts of the Pilot Service Provident Fund shall be kept separate, and the Trust's contributions shall be paid out of the Pilotage Revenue, but the rules, unless where specially modified, shall in other respects be the same.

*27. The peons and other inferior servants in the Trustees' service shall be admitted to the benefits of the pension rules adopted by Government to take the place of those referred to in Article 518 of the Government Civil Service Regulations published in 1889; for service of not less than 5 but less than 10 years' service a gratuity shall be allowed as under Article 524 (*a*) (11) of the Civil Service Regulations, *i.e.*, 3 months' pay.

†28. Service for Pension or gratuity to inferior servants shall count from date of appointment by Government, the late Harbour Board, or the Trustees, as the case may be.

29. These Rules shall be held to have come into operation on 8th May 1883, and all alterations from the date of the Trustees' Resolutions authorising them; these being noted on the margins or in a foot note, and the decision of the Trustees on all questions arising out of them shall be final.

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* Introduced by Trustees' Resolution No. 277 of 15th May 1888.

† Originally Rule 29. Modified by Trustees' Resolution 232 of 30th April 1889.

BOMBAY PORT TRUST.

BOMBAY WET DOCK SIGNAL CODE.

SHIPS ENTERING THE PORT.

Signals for the Colaba Signal Station.

The signal to be made by ships entering the Port as to the Dock they are to enter, and their draft of water, to be telephoned from Colaba Point to the Dock Masters, is to be continued as at present.

The Dock signals from ships to Colaba Station are to be hoisted after the name signals have been replied to, and are to be repeated to the Wet Docks by telephone.

Signal.	Signification.	Night Signals.
Code pennant over P. ...	Am bound for Prince's Dock.	Two vertical lights 6 feet apart, the upper one white, and the lower one red.
„ „ „ V. ...	Am bound for Victoria Dock.	
„ „ „ P.V. ..	Am boand for Wet Docks.	

The signal indicating the Dock the vessel is intended for, and the draft of water, is to remain hoisted, or is to be re-hoisted on passing the Middle Ground Shoal; and is to remain so until the Pilot receives an order by signal or otherwise to enter the Dock or to anchor.

The draft of water is to be hoisted at same time, and (to be hoisted again, or) kept up until the signal is made for the vessel to "come on," or arrangements are made for docking.

T.B. 16′	T.L. 20′ 9″	W.B. 22′ 6″	W.K. 24′ 3″
T.D. 17′	T.M. 21′	W.C. 22′ 9″	W.L. 24′ 6″
T.F. 18′	T.N. 21′ 3″	W.D. 23′	W.M. 24′ 9″
T.G. 19′	T.Q. 21′ 6″	W.F. 23′ 3″	W.N. 25′
T.H. 20′	T.R. 21′ 9″	W.G. 23′ 6″	W.Q. 25′ 3″
T.J. 20′ 3″	T.S. 22′	W.H. 23′ 9″	W.R. 25′ 6″
T.K. 20′ 6″	T.W. 22′ 3″	W.J. 24′	W.S. 25′ 9″

DOCK CHANNEL LEADING MARKS.

PRINCE'S DOCK.

By Day.

North limit of channel—two cones on poles in line; *Centre of channel* mark—disc in foreground in line with double disc in back ground; *South limit*—two drums on poles in line.

By Night.

From a tower on the Island between the Dock entrances, a red ray is thrown over the south side of the channel and a white ray in the centre; from a tower on the north side of the entrance, a green ray is thrown over the north side of the channel and a white ray in the centre.

VICTORIA DOCK.

By Day.

The marks to the eastward of the North Channel Beacon are the same as for Prince's Dock; after which a line from 200 feet west of North Channel Beacon to north end of Carnac Bandar marks the south-east side of the Channel; leading mark for the centre of the channel—a disc on a short pole in foreground with the lattice work Signal Staff of Victoria Dock.

By Night.

The marks to the eastward of the Dock Channel Beacon are the same as for Prince's Dock; afterwards a red light, on a short pole in the foreground, in line with two red lights on the Signal Staff of Victoria Dock, is the leading mark for the Dock Gates.

DOCK SIGNALS.

Each Dock will have a trellis work mast or staff; with cross signal arms; and with an upper pole for signals, to be used *specially for Docking purposes only*, at the Prince's and the Victoria Dock respectively.

Each signal arm is to be fitted with two pairs of signal halyards near the extreme end, which are to be marked conspicuously at the proper height for the half-mast signal (so as to ensure that signal always being exhibited at the same height), and an inner pair of halyards near the mast for hoisting the red ball by day, or two red lights by night, with a jackstay for the ball or lamps to travel up and down on.

By Day.

A red ball at either Dock, exhibited close up under the yard near the mast, *will indicate that the sea-gates of that Dock are open and ready to receive barges, vessels, &c.*

(a) *The red ball lowered down* indicates that *docking for that tide is finished.*

2. *A blue flag hoisted at the pole head at either Dock indicates that the Dredgers and other vessels are required to keep clear of the Dock Channel.*

(a) *If, after having been hoisted at the pole head, the blue flag be lowered to half-mast height, it indicates that the channel need not be kept clear for at least half an hour or longer*; *but,*

(b) Immediately it is *rehoisted at the pole head, the channel must be immediately again cleared.*

(c) *The blue flag, after being hoisted, if hauled down, indicates that the channel will not require to be cleared again during the same tide.* Notwithstanding that, the red ball remaining up will indicate that the *gates are still open.*

3. A Pilot's flag hoisted *half way up to the yard arm* indicates that the vessel on board of which that Pilot may be *is to "make ready" to enter the channel immediately after the last preceding vessel, or after the vessel then entering.*

4. The Pilot's flag hoisted *close up to the yard arm* indicates *that the vessel on which the Pilot may be, is immediately to enter the channel and proceed towards the Dock.*

5. *If, after having been hoisted up to the yard arm,* the Pilot's flag *be lowered half way down and kept there,* it indicates that the vessel *is to stop,*

and *not to proceed further towards the Dock, unless the* Pilot's flag *be again hoisted close up;* in the latter case, she will proceed and continue her course into Dock.

6. If, after having been hoisted close up at the yard arm, and afterwards lowered half down, the Pilot's flag *be entirely hauled down,* it indicates that *the vessel is to proceed out of the channel and will not be received into Dock that tide,* unless the vessel be again signalled to.

NOTE 1.—*Under ordinary circumstances,* signals to the Pilots, *will be made at the south yard arm of either Dock by the Pilot's flag* for whom it is intended. The signal made at the *north yard* arm indicates that the vessel on board of which the Pilot may happen to be, whose flag is exhibited, *is to be kept on the north side of the channel* when approaching.

NOTE 2.—All day-signals made to ships *are to be answered* by the Code answering pennant hoisted up on board the ship.

NIGHT SIGNALS.

The orders as at present existing with regard to vessels communicating after arrival with the Dock Master, and before entering the channel, are to be strictly observed; each Pilot is distinctly to understand the rotation in which his vessel is to proceed into Dock, before he attempts to enter the channel.

GENERAL SIGNALS.

Two red lights hoisted vertically at the yard (in the place of the red ball by day) at either Dock, indicate that *the channel is required to be kept clear* for vessels proceeding to or from that Dock.

(*a*) *The two red lights lowered after having been once hoisted,* indicate that *all docking for that tide is finished* so far as that particular Dock is concerned.

FOR SIGNALLING VESSELS ABOUT TO ENTER DOCK.

1. Each trellis mast or staff will be fitted with a powerful white light, with red and green shades, and also with an obscuring disc.

2. The white light of the signal lamp on the mast of either Dock will indicate that the sea gates of that Dock are open and ready for the reception of barges or vessels.

AT PRINCE'S DOCK.

3. *The green light accompanied by* ONE TORCH waved round in a circle from right over to left at the full extent of a man's arm, standing on the Prince's Dock sea wall, in a line between the vessel and the trellis mast, indicates that *the Pilot first or next on turn* (as shall have been previously arranged with the Dock Master) *for that Dock is to enter the channel and proceed into Dock.*

AT VICTORIA DOCK.

4. *The green light, accompanied by* TWO TORCHES waved round in a circle, from left over to right at the full extent of their arms, by two men standing ten feet apart on the Victoria Dock sea wall in a line between the vessel and the trellis mast, indicates that *the first or next Pilot* on turn (as shall have been previously arranged with the Dock Master) *for the Victoria Dock is to enter the channel and proceed into Dock.*

5. *If, at either Dock, after the green light has been exhibited the red light is shown,* it indicates that the vessel entering is to stop, and keep ready to proceed out of the channel.

6. *If at either Dock after the red light has been exhibited, all the lights at the Signal Staff lamp* are obscured, it indicates that *the vessel is to proceed out of the channel.*

NOTE.—*All night-signals made* to ships from the signal lamp on the trellis mast, *are to be answered* immediately by the vessel giving *two long and two short blasts of the steam whistle.*

INTERMEDIATE SIGNALS BETWEEN THE DOCKS.

Telephone communication has been provided.

Each trellis mast will be fitted (at a suitable height where it can be seen by the Dock Master from either Dock head), with a small red lamp with obscuring disc screened so as to be invisible from the channel; and a red semaphore arm pointing to the west.

When a vessel is about to leave either Dock, and, until it reaches the North Channel Beacon going out, and *vice versa*, when a vessel is about to enter, and after it has passed the North Channel Beacon going in, the semaphore arm by day and the lamp by night will be exhibited from the Dock the vessel is leaving or entering, as a signal to the Dock Master at the other Dock to suspend work until it is prefectly safe to continue undocking or docking.

SIGNALS FROM VESSELS TO THE DOCK MASTER.

The signal to the Dock Masters, in case of accident to machinery or windlass of any vessel preventing her coming on in turn (so that other vessels should not be delayed), will be, during the day H.W. $\frac{1}{2}$ or B.C.W., and by night a blue light and three quick alternate long and short blasts of the steam whistle.

1. Engines or machinery disabled.
2. Disabled.

(Sd.) HENRY MORLAND,
Port Officer of Bombay.

SPECIAL PORT SIGNALS HOISTED AT THE COLABA SIGNAL STATION, AND REPEATED AT THE CASTLE FLAG STAFF.

YARD ARM SIGNALS.

FLAGS.	MEANING.
FLAG.—Diagonal white with blue cross and blue ball in centre.	A steamer in sight, to be hoisted at the north or south yard arm according to her bearing; hoisted in conjunction with a distinguishing flag, it denotes the Company to which the vessel belongs.
Flag.—Red pendant ...	A sail in sight to be hoisted at the north or south yard arm according to the bearing of the sail when first seen.
„ C pendant ...	Two sails are in sight in one direction.
„ D pendant ...	Three sails are in sight in one direction.
„ G pendant ...	Four sails are in sight in one direction.

Blue flag under Steamer's flag. Pilot wanted at Sunk Rock.

FLAG STAFF SIGNALS.

FLAGS.		MEANING.
Union Jack	...	H. E. the Viceroy, or the Governor of a Presidency or Colony, is entering the Port.
White ensign	...	A British Man-of-War is entering the Port.
Steamer's flag and white ensign under.		One of H. M.'s Indian Troop-ships is entering the Port.
Red ensign	...	Guns are being fired at Kennery Island.
Blue flag	...	A large Country Craft is in distress or on shore.
Red, white and blue flag (horizontal stripes).		Recall for Her Majesty's or Indian or Colonial Government vessels hoisted over their number.
Union Jack with white ensign under.		Vessel of War entering the Port; carries an Admiral's Flag or Commodore's Pennant.
Blue ensign	...	A vessel of the Indian or of a Colonial Government is entering the Port.
Red and white horizontal stripes.		A Foreign vessel of War is entering the Port.
Red ensign Jack down	...	A vessel is in distress or on shore.
Pilot Jack	...	Pilot schooner is absent from her station.
White, blue and white flag, (horizontal stripes).		Recall for Merchant vessels hoisted over their number.
Q Flag. R do.	... ...	Quarantine.
Red pendant with 3 white crosses	...	Europe Mail.
White, red, yellow, blue pendant (vertical stripes).		China Mail.
Blue, white, red, yellow pendant (horizontal stripes).	...	Australian Mail.
K. Flag	...	Kurrachee Mail.

FLAGS NOT REPEATED AT CASTLE FLAG STAFF.

FLAGS.		MEANING.
F. Pendant	...	To Pilot schooner that "Faerie" is going out.
Pilot Jack over C	...	Recalls Sphinx.
Do. do. D	...	Do. Flirt.
Do. do. F	...	Do. Faerie.
Do. do. G	...	Do. Gig.

SIGNALS TO COLABA SIGNAL STATION.

BY DAY.		BY NIGHT.
	ENGLISH MAIL.	
Red pennant with 3 white crosses or Royal Mail Pendant.	...	Three white lights (vertical) at foreyard.
	CHINA MAIL.	
A white, red, yellow, blue pendant (vertical stripes).		Two red lights (vertical), 6 feet apart at foreyard.
	AUSTRALIAN MAIL.	
A blue, white, red, yellow pendant (horizontal stripes).	...	
	KURRACHEE MAIL.	
K. Flag		
	QUARANTINE.	
Q or R Flag at foremast head	...	Two white lights at foremast head. To sound whistle.
	HER MAJESTY'S INDIAN TROOPSHIPS.	
		Two white lights at foremast head.
	ROYAL NAVY OR INDIAN MARINE VESSEL.	
		Two white lights at mizzen-peak.
	HIRED TRANSPORT VESSELS.	
		Two white lights at mizzenmast head.

SPECIAL LICENSED PILOTS' SIGNAL.

Blue flag at the foremast head	...	Two lights at the fore, 6 feet apart, red uppermost and white below.
	FROM PILOT SCHOONER.	
Pilot Jack and Marryatt's Code Signal 1, 2, 3, 4, 5.		Number of Pilots required on Board Schooner.

BOMBAY PORT TRUST.

Rules adopted by the Trustees for the registration of Debentures.

1. Holders of Port Trust debentures desiring to have the same registered shall lodge such debentures in the office of the Trustees with a written request addressed to the Trustees to register the same.

2. The fee payable to the Trustees for registering a debenture shall be Five Rupees.

3. By registering a Port Trust debenture the Trustees do not guarantee that the holder of it when presented for registration and registered had a good title to such debenture.

4. The holder of a registered Port Trust debenture desiring to transfer the same shall lodge such debenture in the office of the Trustees, together with an instrument of transfer signed by such holder or his properly constituted attorney duly stamped, transferring such debenture into the name of the proposed transferee thereof. Such instrument shall also be signed by the proposed transferee.

5. The instrument of transfer of a registered Port Trust debenture shall be in the following form :—

BOMBAY PORT TRUST.

I, A B of , in consideration of the sum of Rs. paid to me by C D of , do hereby transfer to the said C D Debenture for Rs. , No. of the Loan of registered in my name in the books of the Trustees of the Port of Bombay to hold the same subject to the conditions thereof, and I the said C D hereby agree to take the said debenture, subject to the condition thereof.

As Witness our hands this day of Witness.

6. All instruments of transfer which shall be registered will be retained by the Trustees.

7. A fee of One Rupee will be charged for the registration of each transfer, and must be paid before the registration of the transfer.

8. When a Port Trust debenture has been registered, it will only be payable to the registered holder of such debenture or his properly constituted attorney, or in case of his death to his executors or administrators.

9. When a Port Trust debenture has been registered, the interest coupons attached to such debenture will be payable to the bearer of them in the same manner as if such debenture had not been registered.

10. The registered holder of a Port Trust debenture desirous of removing the same from the register of the Trustees shall be at liberty to do so, and shall for that purpose lodge such debenture in the office of the Trustees with a written request signed by him or his attorney and addressed to the Trustees to remove such debenture from the egister.

11. A fee of Five Rupees will be charged for removing a debenture from the register and must be paid before such removal takes place.

12. The Trustees upon the receipt of a request to remove a Port Trust debenture from the register will stamp beneath the name of the last registered holder on the back of the debenture the word "unregistered" and will cause such stamp to be authenticated with the signature of the Chairman of the Trustees, and thereupon such debenture shall cease to be a registered debenture and shall be payable to bearer and transferable in the same manner as if such debenture had not been registered.

Debentures thus removed from the register can be again registered and when again registered, can be dealt with in the same manner as debentures which have not been before registered.

By order of the Trustees,

G. MANSON, Secretary.

ANNUAL REPORT.

THE Committee have the honour to submit, for the information of members, the usual annual report upon the matters which have been discussed and dealt with during their period of office, accompanied by an audited statement of the affairs and funds of the Chamber for the year ending 31st December 1894:—

THE INDIAN TARIFF AND COTTON DUTIES ACTS, 1894.

The subject of most general interest in mercantile circles during the year, and the one which has most largely occupied the attention of your Committee, has been the reimposition of import duties. Early in the year it was apparent from the returns of Government revenue that some new form of taxation would be imperative if Government were to be placed in a position to approximately balance revenue and expenditure, and the public were, therefore, not altogether unprepared for the introduction of the Tariff Act which was announced on 1st March, 1894. A few days previous to the official announcement, however, a rumour prevailed in business circles both in India and England that duties were likely to be imposed upon the exports of wheat and oil-seeds, and as this had a most demoralizing and unsettling effect on trade, the Committee deemed it advisable to obtain from Government some assurance in respect of it. On the 24th February they accordingly telegraphed to the Goverment of India that the wheat and oil-seeds market at Home and in Bombay were at the time completely disorganised in consequence

of persistent rumours that Government intended imposing an export duty on these articles. Stating that they had no desire to press Government for a premature declaration of their fiscal policy, they nevertheless strongly deprecated the imposition of export duties and respectfully urged that some announcement should be made at once if these duties were likely to be imposed; this would enable exporters to complete contracts already made and continue business for shipment during the current export season without incurring the loss which would necessarily ensue if a duty were brought into force before shipments could be completed. The Committee expressed their opinion that unless some such announcement were made, the wheat and oil-seeds markets would continue in a state of disorganization which might extend to other articles of export equally liable to be affected by similar rumours.

The Government of India, in the Department of Finance and Commerce, replied most promptly and courteously, by wire, that the rumour that export duties on oil-seeds and wheat were contemplated was entirely without foundation, and that a contradiction had been given in both the Calcutta and Bombay newspapers.

Five days later, however—on 1st March—the Finance Minister, in anticipation of his annual Financial Statement, announced in his place in the Council that Government, under financial pressure arising from a continuous decline in the rate of Exchange, had decided upon the re-imposition of import duties, and laid before the Council the Indian Tariff Act of 1894, the Objects and Reasons of which were given as follows :—

> "The embarrassed condition of the finances, and the certainty that the accounts of the present year and the estimates of the year 1894-95 show a heavy deficit, have placed the Government under the neces-

> sity of reducing expenditure so far as reduction is possible and of raising a larger revenue to meet the cost of administration. It has accordingly been decided to increase the revenue by the imposition of indirect taxation in the form of import duties, and the present Bill practically reimposes the Tariff Schedule of 1875, with some exceptions, of which the most important is the omission of duties on Cotton Yarn and Goods."

Copies of the Bill and of the statements made therewith did not reach the Committee until Sunday; the 4th March, and the following day (Monday) being a general holiday, the Committee were not able to deal with the subject until Tuesday, the 6th, when they wired to the Government of India that the time at their disposal had not permitted of the detailed scrutiny of the provisions of the Bill which they would have desired. After the main point of the re-imposition of the import duties the most prominent feature of the Bill was the exemption from duty of Cotton Goods and Yarns, and respecting this a very strong feeling was manifested throughout the country. Having regard to the part the Bombay Chamber of Commerce had taken in previous years in advocating the remission of the import duties on Cotton Goods and Yarns, and to the possibility of considerable difference of opinion prevailing amongst the members of the Chamber on the subject, the Committee considered it desirable to ascertain definitely the views of the members before committing the Chamber, as a body, to any definite line of policy, and this they obtained by circular. The result of the enquiry was somewhat remarkable, only one firm having expressed themselves in favour of the exemption of Cotton Goods and Yarns from the Tariff Act. In view of this fact, the Committee immediately convened

a general meeting of the Chamber, which was held on 13th March 1894, and at which, after a general discussion, the following resolution was passed and duly transmitted to the Government of India on the same day :—

> "That this Chamber strongly protests against the action of Government in excluding Cotton Goods and Yarns from the Tariff Act, and understanding that this course has been forced upon them by the Home Government, is of opinion that the Government of India should not make this exemption a reason for curtailing normal expenditure on public works or for enforcing economies which would impair the efficiency of the administration ; and that if Government hereafter find it necessary to raise further revenue by taxation, such revenue should, in the first instance, be raised by an import duty on Cotton Goods and Yarns framed on such a basis as to be non-protective."

Due care was exercised to keep all the other Chambers of Commerce in India carefully advised of the result of the Committee's proceedings, and they had also to take up actively with the Collector of Customs the question of the mode under which the duties would be collected. It was inevitable that a certain amount of friction should ensue between importers and the Customs officials before matters had time to be thoroughly organised; but the courtesy with which Mr. Campbell invariably receives all the representations of the Chamber, rendered it a comparatively easy task to get a mode of procedure arranged likely to cause as little trouble as possible. And since the officials have acquired more knowledge of their new duties, and importers and their Custom House clerks have become familiarised with the details of the procedure involved in passing their goods, the resulting

inconvenience has been reduced to a minimum.

Naturally the references to the Committee by members have been largely increased by the introduction of the Tariff Act, and wherever, in their opinion, it has been justified, the Committee have addressed the Customs authorities or Government in connection with it. In one special instance, the imposition of an import duty on seeds and other produce imported into Bombay *via* Marmagoa, the Committee referred the matter to the Government of India by wire submitting that the levy of a duty on produce grown in British India and merely forwarded *via* Marmagoa was an unfair restriction of trade, and asking that orders should be issued exempting such produce from duty on consignees satisfying the Collector, say, by railway receipts, that shipments were *bonâ fide* exports from British India merely passing through Marmagoa. The Chamber's representation was most promptly acceded to, the Government of India at once telegraphing to the Government of Bombay sanctioning the proposal to authorise Customs officers at Castle Rock and Bombay by executive orders to pass free of import duty, goods proved to be in transit from Bombay by steamer to Marmagoa and thence by rail to British territory and *vice versa*, subject to any specific restrictions enforced respecting particular classes of goods. Under this sanction the Government of Bombay published the requisite orders on 2nd May 1894, and for convenience of reference a copy of these will be found in the appendix.

The strong feeling evoked throughout the country by the exemption of Cotton Goods and Yarns from import duty increased instead of diminishing during the interval, and as it was notorious that the amount of revenue derived from the import duties fell far short of meeting the deficiency which Government had to deal with, it was generally anticipated that with the commencement of the

financial year—1895-96—if not earlier, Cotton Goods and Yarns would be rendered liable to duty under the Tariff. Foreseeing this, the Committee considered it would be advisable to appoint a special Committee to consider the question, and accordingly by a resolution passed on 27th June 1894, the following gentlemen were nominated to act :—

The Hon'ble Mr. W. R. MACDONELL (Chairman).
A. ABERCROMBIE, Esq.
L. R. W. FORREST, Esq.
F. GRAHAM, Esq.
L. AEPPLI, Esq.
A. F. BEAUFORT, Esq.
C. G. GIRO, Esq.

This Special Committee met on three occasions, and as the result of their deliberations reported to the general Committee as follows :—

"It was unanimously agreed to that assuming that the financial condition of the country calls for the imposition of an import duty on Cotton Goods and Yarns, such duty should be imposed on all Cotton Goods and Yarns without exception.

But five members of the Committee were of opinion—

That in event of a duty being imposed on all imports of Cotton Goods and Yarns, a countervailing excise should at the same time be imposed on all yarns produced by the Indian mills.

Whereas,

One member of the Committee was against the imposition of an excise *on all* Yarns produced by the Indian

mills, but was in favour of a modified excise of a non-protective character;

And

One member declared himself as against the imposition of any excise whatever on the production of the Indian mills.

In consequence of the want of unanimity shown by these conclusions, the Special Committee are of opinion that Government should not be addressed on the subject unless the opinion of the Chamber be directly called for."

In accordance with this recommendation the Committee did not consider it necessary to take any further steps at the time; but the figures connected with the trade collected for the purposes of their deliberations were most valuable and were supplied to Mr. Westland when he visited Bombay in August last, with the avowed purpose of ascertaining how far Indian-made Cotton Goods competed with imported articles. This visit showed very clearly what was in the minds of the Government of India at the time, and so widely appreciated indeed was the probability of an imposition of an import duty that towards the end of the year, it is believed, considerable additional shipments of piece-goods were pushed forward from England with the object of anticipating its introduction. When on the 17th December therefore an amendment of the Tariff Act was introduced imposing a five per cent. duty on all Cotton Goods and Yarns imported from abroad, accompanied by the Cotton Duties Act, imposing an Excise Duty on all Cotton Yarns produced in British India above 20s count, it can scarcely be said that the commercial community was really taken by surprise. Government, as usual, favoured the Chamber with early copies of these

measures, and the Committee lost no time in giving them their most careful consideration. Unfortunately, as on the introduction of the Tariff Act, earlier in the year, the time chosen for dealing with them was during a holiday season when business was suspended, and it was therefore impossible to obtain a full and detailed criticism of the various points with which the Bills dealt. As the outcome of their deliberations, however, the Committee addressed the following telegram to the Government of India in the Department of Finance and Commerce on the 19th December 1894 :—

> "The majority of the Committee of this Chamber are of opinion that if an Excise Duty on Indian-made Goods and Yarns be imposed, the figures published by the Bombay Millowners' Association show that it should only be on Yarns over 24s. The Committee would also beg to call attention to the complicated and unworkable character of the rules under section 20 for obtaining drawbacks on exports of woven fabrics, and to the desirability of altering that section so as to permit of drawbacks being obtained on exports of coloured yarns, hosiery sewing thread, &c."

And again on the 24th December 1894 they telegraphed to the Legislative Department of the Government of India, in answer to a message received from them, the following :—

> "Committee regret that owing to suspension of business for holidays they have been unable to discuss Tariff so exhaustively as they would have desired, and must defer fuller expression of views until they have had adequate time for consideration. Meanwhile, would respectfully suggest following alterations :—Sugar, crystallized, beet, reduce from fourteen

to twelve rupees; Mauritius, owing to impossibility of distinguishing classes, should be all one class at ten rupees; Yellow Metal, reduce from forty-four to forty rupees; Cotton Twist and Yarn, reduce medio half-anna per lb. all round; Mule and Water to be taken together under same classifications and at same valuations as Mule, as insuperable difficulty exists in distinguishing respective descriptions while cost of manufacture is practically the same; Ivory, Elephants' Tusks, reduce valuations hundred rupees."

The most of these recommendations were adopted and the Bills were duly passed into law on 27th December 1894, and for convenience of reference are reproduced in the appendix. Some alterations made in the mode of assessing the new duties on *ad valorem* instead of tariff valuations have given rise to considerable friction and delay in the passing of goods on this side, and on these points, since the close of the year, your Committee have addressed the Government of India, but up to the time of writing this report no reply has been received.—(*Appendix* B.)

RAILWAY EXTENSION.

Although the subject of railway extension in India is always one of great interest to the mercantile community of Bombay, there has not for some few years back been any occasion for the Chamber's active intervention in connection with it. All the main trunk lines in which the trade of Bombay is interested have been completed, and what is now wanted is an extension of feeders to these main routes. Regarding that as an important question, a Sub-Committee was appointed in June last with the object of considering the terms offered by Government to promoters of feeder lines by the Resolution of the Government of India,

No. 924 R. C., dated 15th September 1893. These terms, as mentioned in the Chamber's previous report, have not apparently been found acceptable to English promoters of railway enterprise, and your Committee deemed it advisable to discuss them in detail with the view of advising Government as to the points in which alterations would be beneficial. The Sub-Committee consisted of

The Hon'ble Mr. W. R. Macdonell (Chairman)
L. R. W. Forrest, Esq.
I. O'Callaghan, Esq.

On the last named gentleman resigning his seat on the Committee, his successor, Major H. D. Olivier, R.E., Agent of the B. B. and C. I. and R.-M. Railways, was appointed in his place. Several meetings of this Committee have been held, and a report is being prepared for submission to Government.

To this Committee was referred a report by Colonel J. G. Lindsay on a proposed line of metre gauge railway from Karad Road station on the Southern Mahratta Railway to Chiplun, Bombay and Vingorla, which was received from the Bombay Government; but as Government expressed a desire for the Chamber's opinion on this proposal before the Special Committee were in a position to formulate their full report, the Committee replied to the effect that while they were strongly in favour of any extension of railway communication likely to benefit the trade of Bombay, there were other schemes for feeder lines in this Presidency which they considered had prior claims on the support of the Chamber and financial assistance of Government. (*Appendix* C.)

THE AHMEDABAD-PRANTIJ LINE.

Towards the end of December the promoters of this feeder line in ormed the Committee that they had applied

for a concession to construct the same with a capital to be raised in rupees, the bulk of which they had already been promised; but that they understood another scheme had been submitted to Government for this line the capital for which was to be raised in sterling in England. Knowing the interest the Chamber had shown previously in this small but promising undertaking, the promoters asked that the Committee should address Government advocating the acceptance of the proposal for rupee capital instead of sterling, and this your Committee felt amply justified in doing. In their letter to Government, which was published in the newspapers at the time, the Committee respectfully urged upon the attention of Government the great advisability—all other conditions being equal—of giving a decided preference to the scheme for a rupee capital. Stating that the main advantages, financial and political, of raising capital for the construction of railways in India and on a Silver basis were so self-evident as not to call for recapitulation, the Committee pointed out the special importance attaching to this principle in the case of the Ahmedabad-Prantij line which could be constructed for a comparatively small amount easily subscribed, and from information previously placed at the disposal of the Chamber by Government, was likely to prove an exceptionally profitable investment. The Ahmedabad-Prantij, it was pointed out, was only one of several promising feeder lines which the road-borne traffic of Guzerat and the adjoining provinces shows to be urgently required, and the financial success which has attended the construction of subsidiary lines in the neighbouring territories of H. H. the Gaekwar of Baroda and other Native States has already familiarised native capitalists with the advantages accruing from similar investments. At the present moment, therefore, with the recent reduction of the rate of interest on

Government paper to 3½ per cent., local investors would be favorably disposed to railway undertakings promising a return of 4 and possibly 5 or even 6 per cent. per annum, and the successful floating of the Ahmedabad-Prantij would probably lead to a rapid development of similar schemes.

Since this representation was made, the Committee understand that Her Majesty's Secretary of State of India has granted the concession to the scheme which they advocated, and there is every prospect therefore of seeing at an early date an actual start being made in the construction of a line of railway with a locally subscribed silver capital. Should this initial undertaking prove the success it is confidently anticipated it will do, there are other lines which are likely to be immediately taken in hand. In fact, the same promoters are already well advanced in their negotiations in connection with a line from Surat to Nandobar, which, in addition to opening up direct communication between the provinces of Guzerat and Khandeish, would tend to develop a large tract of exceedingly fertile country which at the present moment is deprived of anything like railway communication.—(*Appendix* D.)

THE EXCHANGE QUESTION.

During the year several suggestions have been made to the Committee as to the desirability of addressing Government regarding the mode in which the Secretary of State has dealt with Council Bills from time to time, but the Committee after careful consideration came to the conclusion that no good was to be gained by addressing Government on the subject.

REDUCTION OF TELEGRAPHIC RATES BETWEEN INDIA AND ENGLAND.

In September last the Madras Chamber of Commerce submitted a memorial to the Government of India in favour of a reduction of the telegraph tariff between India and Europe, furnishing a copy of same to this Chamber with a request that it might be supported. In acknowledging the receipt of the communication, the Committee pointed out that the Bombay Chamber moved in this matter four years previously, and that on a reference to the reports for 1890, 1891 and 1892 the tenor of these representations would be found. The Committee also stated that the matter had still their attention, and that in all probability before the assembling of the next International Telegraphic Conference they would again address Government on the subject.

In answer to an application from Mr. E. O. Walker of London, the Committee also supplied copies of these reports of the Chamber with the view to his utilizing the information they contained in an address which he was about to deliver in London before the Society of Arts on the desirability of a reduction in charges for telegraphic communication between India and Europe.—(*Appendix* E.)

CHARGES ON INLAND TELEGRAMS.

Beyond the reference made to this subject in the address which they had the honour to present to H. E. Lord Elgin, the Committee have not again addressed Government on this subject, but they have every reason to believe that their previous representations have borne fruit, and that at no distant date the rates for messages will be reduced. The chief obstacle in the way of reduction has been the difficulty which would arise in coping with the extended business

which would almost certainly ensue; but the Telegraph Department in their operations are steadily keeping this ultimate object in view.

OFFICIAL CODE VOCABULARY FOR FOREIGN TELEGRAMS.

The attention of the Chamber having been drawn to a notification issued by the Telegraph Department, under date of 31st October 1893, and to various announcements of an official character which had since appeared in the English press, with reference to the approaching issue of an official vocabulary of telegraphic code words which, in accordance with a resolution passed at the International Telegraph Conference held at Paris in 1890, was to become obligatory in Europe three years after publication, the Committee addressed the Government of India, Public Works Department, pointing out that while the resolution of the Conference which made the ultimate use of the vocabulary obligatory in Europe left it optional elsewhere, some apprehension prevailed that its adoption in Europe might, at no distant date, be followed by a resolution to make it compulsory in India; and as this would be a serious matter to the commercial community, both on the score of the heavy expense which would be entailed in the abandonment of existing codes and the preparation of new ones, as also the disturbance which would be caused to trade generally, the Committee expressed the hope that Government would be pleased to firmly oppose any tendency to depart from the terms of the resolution under which the vocabulary was adopted.

In reply to this the Under Secretary to the Government of India, Public Works Department, (Civil Works, Telegraphs,) returned the communication from the Chamber at the same time calling attention to section 1, paragraph 1,

of Home Department Notification No. 1812, dated 11th October 1889, (an extract of which was enclosed) adding that as it was desirable that the procedure laid down in that notification should be adhered to, the Chamber should place its views on the subject referred to before the Government of Bombay, for submission to the Government of India. The Committee were at the same time informed that the notification of the Director of Traffic, Indian Telegraph Department, (to which reference had been made by the Chamber) while recommending the use of the official vocabulary did not make its adoption other than optional. Under ordinary circumstances the Committee would have been satisfied with this latter intimation had it come as a direct reply to their representation; but they considered that the action of the Under Secretary in returning their letter of the 20th August called for comment, and they accordingly addressed Government again on the subject under date of 15th November. While thanking Government for the extract from the notification in the Home Department, No. 1812 of 11th October 1889, the Committee pointed out that this resolution had only then for the first time been brought to their notice, and if therefore they transgressed the rules of Government in addressing them direct in the first instance they did so in total ignorance of the rule. At the same time it was submitted that the rule in question was not directly applicable to communications of the character made by the Chamber, as it was entirely directed against the submission of petitions otherwise than through the local Government, and the Chamber's letter of 20th August did not, in the opinion of the Committee, constitute anything remotely approching the character of a petition; and unless the regulation laid down in the notification referred to was expanded by a much wider reading than the wording of it appeared to permit, the representations which this Cham-

ber were constantly in the habit of making to the various Departments of Government were not apparently contemplated in the prohibition against direct correspondence. In any case, the Committee added, the previous correspondence on the identical subject referred to was entirely conducted by the Chamber with the Government of India direct, and it seemed peculiar therefore that notification No. 1812 should only now be enforced. With respect to the general question of direct communication between the Government of India and the Chamber, the Committee submitted that it would be extremely undesirable and likely to result in both obstruction and delay, were the ruling under notice held universally to apply. It was further pointed out that since the institution of the Chamber, 56 years ago, it had been the invariable custom to correspond with the various Departments of the Government of India direct, and this power of direct communication had been one of the most esteemed privileges of the Chamber—a privilege which the Committee expressed the hope would not be circumscribed in the future without ample reason and mature consideration.

Representations from the Bengal and Madras Chambers of Commerce on the same subject have met with similar treatment which has led to a protest from both these bodies, and it is not unlikely that all three Chambers may again have to recur to the subject.— (*Appendix* F.)

REUTER'S COMMERCIAL TELEGRAMS.

Reuter's Agency having discontinued its commercial service of telegrams with Calcutta owing to insufficient support from the mercantile community, the Company's representative in Bombay addressed the Chamber in July with the view of obtaining its support for a resuscitation of the service. The Committee, however, after a careful consideration of the question, came to the conclusion that, as private

communications between Bombay and Calcutta were so frequent and cheap, there was little probability of any arrangements which Reuter's Agency could make rendering the service a success, and they replied to the Company accordingly, adding that the items of chief interest were Exchange and Government Paper, and these apparently came too late to be of any service, private quotations being in several hours earlier and people being inclined to depend mainly on their own rates; moreover, the Committee added, banks and others were kept constantly informed of all fluctuations and market tendencies by their own branches in a way that a public service could not hope to maintain.—(*Appendix* G.)

DRAFT RULES UNDER THE INDIAN MERCHANT SHIPPING ACT.

The members of the Special Committee previously appointed to report on the Indian Merchant Shipping Bill—dealt with in last year's report—gave consideration during the year to a set of rules proposed to be made under Section 10 of Act I. of 1859, as amended by Section 34 of the Indian Merchant Shipping Act V. of 1883, for the conduct of examinations and as to the qualifications to be required in the case of Asiatics and Africans who cannot write or speak the English language, for local certificates of competency as Masters, Mates, and Second Mates of foreign-going ships manned and officered entirely by Asiatics or Africans; and their recommendations having met with the approval of the general Committee, Government was addressed stating that while the Chamber considered the intended rules an endeavour to meet a distinct want their conditions were not, in its opinion, likely to prove practical in working. The system and conditions of examination proposed for masters and mates were, it was pointed out, exceedingly technical;

astronomical and scientific terms and formulæ being laid down which could only be studied and learned by candidates possessing a thorough knowledge of the English language, no text-book, so far as the Committee were aware, having been published in any of the Vernaculars; and while therefore the rules proposed to deal with the case of Asiatics and Africans unable to write or speak the English language, it was manifest that the examinations could not be passed without that qualification, and to that extent, therefore, the Committee considered the rules likely to prove impracticable in working.

These remarks having been communicated by Government to the Port Officer, that official submitted a report on the subject, from which it appeared that he anticipated no difficulty in carrying out the new regulations, and in handing the Chamber a copy of this communication, Government desired to be informed whether the Committee had now any objection to the introduction of the proposed rules. In replying to this second letter the Committee said that while with the Port Officer's explanations of the working of the previous rules before them they were not disposed to protest against the passing of the draft in question, nor desirous of asking for any lowering of the qualifications required before certificates were granted, they were nevertheless constrained to adhere to the views previously submitted; and in support of their contention, they pointed out to Government that the conditions laid down in Sections 5 and 22 of the rules—the former requiring candidates to work out in English figures the different calculations in navigation, and the latter that he must write a legible hand in some Asiatic language, and be able to give orally a definition of the various astronomical and other terms used in navigation, and also have a competent knowledge of the first five rules of Arithmetic and the use of logarithms—could only, in their opinion, be complied with

by candidates with a fair knowledge of English; nor did the Committee conceive it probable they could otherwise meet the demands of Section 31 as to a knowledge of invoices, charter-parties, bills of lading and duties of Lloyds' Agent. No doubt, by a lenient construction of these Sections it would be possible for some candidates to obtain certificates, but such certificates, the Committee pointed out, would not be in strict accordance with the proposed rules; and it was a question, therefore, whether it was necessary to pass rules the conditions of which were not really expected to be complied with.

With reference to these draft rules the Committee, in a separate communication, called the attention of Government to the fact that although the Notification embodying same had been published in the *Government Gazette*, copies had not been furnished to the Chamber in accordance with the orders laid down in Government Resolution No. 255 of 9th October 1893; and as the Committee attached great importance to this resolution as enabling them to have ample notice of any orders or rules of this character, they expressed the hope that arrangements would be made so that a similar oversight might not occur in future.

Subsequently the Chamber received copies of the proposed rules from the Port Officer, and Government also replied intimating that steps had been taken to ensure copies of rules made under marine enactments being distributed in future as soon as they appeared in the *Government Gazette*.—(*Appendix* H.)

FORM OF AGREEMENT BETWEEN MASTERS OF SHIPS AND LASCARS.

Later in the year, the attention of the Chamber was drawn to a Notification issued by the Bombay Government, No. 264 of the 17th October 1893, (clause 2) defining the

limits within which lascars may serve during the winter months in the Baltic and America ; but as strong objection was taken to certain of the limitations embodied in the orders, the Committee immediately addressed Government suggesting an amendment of the clause in question so as to except the West Coast of America from any limitation, and to affix a limit of 43 instead of 38 degrees of North Latitude on the East Coast of America, at the same time doing away with the Southern limit of 38 degrees South Latitude. Owing to the known mildness of the climate on the West Coast of America, the Committee assumed that there was no objection to its exception from limitation, more especially as there were no trading ports either in North or South America, beyond limits to which lascar crews could go in all safety and comfort in any season of the year, and this latter reason also applied to the absence of any necessity for fixing a Southern limit on the East Coast. At the same time the Committee stated that if Government attached any importance to the maintenance of 38 degrees South Latitude as a Southern limit on both Coasts, it would entail no hardship and would only be undesirable as tending to make the rules unnecessarily complicated. The present rule allowed lascar crews to go South of 38 South Latitude in winter, but not in summer. It was accordingly recommended that the months of April to September should be substituted for March to October for these latitudes, if any restriction was to be made for the South Latitude. The proposed extension of the Northern limit on the East Coast of America to 43 degrees, was also an alteration to which the Committee invited attention as one to which steamship owners and agents attached great importance. The object was to bring within the permissible range of service of lascar crews the port of Boston, U.S., a limit required to meet the large and growing trade in sugar from the Phillipine Islands and Java to America,

Charter-Parties for which always gave the option of vessels being discharged at any port between the Chesapeake and Boston inclusive. It was very probable, the Committee pointed out, that the recent tariff changes in the United States would rapidly develop this trade, which would almost entirely be carried in Eastern trading vessels manned with lascar crews, provided the articles permitted the necessary range of service, but a prohibition which a limit of 38 degrees North would entail would necessarily tend to throw the trade into foreign hands. The Committee further suggested the desirability of the words "belonging to the same Company" being deleted from the Articles of Agreement, their opinion being that the restriction to vessels of the same Company was unnecessary, and that an equivalent amendment had already been adopted in practice by the Shipping Master of Bombay.—(*Appendix* I.)

PROCEDURE FOR PUBLICATION OF RULES AFFECTING THE GENERAL PUBLIC, UNDER MARINE ENACTMENTS.

The inconvenience caused to the mercantile community, and more especially to steamship owners and agents, by the omission of Government to supply either the latter or the Chamber with a copy of the Notification dealt with above, formed the subject of a separate representation to H. E. the Governor in Council under date of 30th August 1894. By a resolution of Government No. 255 of 9th October 1893, it was laid down that copies (of all rules relating to the Mercantile Marine) should be freely distributed amongst shipowners, masters and others concerned; also to all shipping firms, the Chamber of Commerce, the Underwriters' Association, etc.; and as the Notification in question was only communicated to the Shipping Master, Bombay, the

Political Resident, Aden, and the Commissioner in Sind, those mainly concerned remained in ignorance of the change notified. The possible consequences of the omission, the Committee pointed out, were so clearly expressed in a letter from the Managing Owners of a leading line of steamers trading with the East, to their Agents in Bombay —an extract from which was embodied in the Chamber's letter—that they considered the neglect to comply with the resolution in question specially deserving of notice, from the fact that it occurred only eight days after the date of its publication ; and the Committee were, moreover, constrained to make a special representation on the subject, as they had to notice a similar omission in respect of the draft rules under section 10 of Act I of 1859, referred to on page 209 of this report.

In the reply received, Government stated that Notification No. 264, not having been published in the *Government Gazette*, was not a notification in the sense contemplated by Government Resolution No. 255 of 9th October 1893. The alteration in the first clause of the form of agreement between masters of ships and lascars was made by the Government of India under Act V. of 1883, after consultation with the shipping firms in Bombay and at the suggestion of the Liverpool Shipowners' Association, and this alteration, Government intimated, was notified in a letter which was embodied in the Notification referred to. It was also pointed out that although the alteration made affected all shipping ports in India, no publication apparently was deemed necessary by the Government of India, and as this was not required by the Act, the communication from the Government of India was merely transmitted to the Government officers concerned in the same way as the Resolution of that Government prescribing the present form of agreement. Having regard

However, to the inconvenience which arises from the restricted publication of these executive orders, it has been suggested to the Government of India by the local Government that all future alterations in the form of agreement should be notified for the information of persons affected thereby, the Shipping Master, Bombay, at the same time having been instructed to notify such alterations in future to the parties named in Resolution No. 255, whether they are published in the *Gazette* or not.—(*Appendix* J.)

RULES UNDER THE DECK AND LOAD-LINES ACT OF 1891.

The representations referred to in last year's report as having been made by the Chamber to the Bombay Government in regard to the rules then proposed to be introduced under the provisions of the above-mentioned Act, have, the Committee are glad to mention, resulted in a more acceptable set of rules being framed by Government; and these having been submitted to the Chamber for opinion during the year, were examined and reported upon by the Committee. With the exception of the date fixed for the termination of the fair season or Indian Summer on the West Coast, 15th May—which they suggested should be altered to not later than 25th May, as the South-West monsoon seldom or never sets in in Bombay until the end of May, and the fast and powerful steamers in which the trade of this port is now conducted easily ran out of the influence of the monsoon within three or four days of their departure—the Committee had no objection to offer with respect to the provisions of the proposed draft.

Other Chambers of Commerce and Owners and Agents of vessels have also been consulted regarding these new rules and suggestions thereon have been invited by Government up to three months from the date of their publication.—(*Appendix* K.)

RULES UNDER THE INDIAN STEAM-SHIPS ACT.

In the appendix will be found a set of rules which, under a Notification issued by Government on 22nd August 1894, it is proposed to make under section 24 of the Indian Steam Ships Act, VII of 1884, as amended by Act III of 1890, to regulate the making of Surveys at the Port of Aden under the said Act; which had the attention of the Committee in the usual way, but they saw nothing to object to in the proposed regulations.—(*Appendix* L.)

RULES UNDER THE INDIAN PORTS ACT, I OF 1889.

Draft rules under section 6 of this Act were framed by Government in November last, and were notified at the time for the information of the Chamber and others likely to be affected thereby.

The rules were examined by the Committee in the usual way, but they did not call for any criticism from the Chamber.—(*Appendix* M.)

RULES UNDER THE NATIVE PASSENGER SHIPS ACT, 1887.

These rules, which are a modification of those previously existing under Section 53 of the above Act, were framed by the Bombay Government, with the previous sanction of the Governor-General in Council, in July last; but on examination they called for no criticism from the Committee. Nor did they think it necessary to say anything with respect to the

DRAFT RULES UNDER THE INDIAN EXPLOSIVES ACT, 1884,

which were published by the local Government in the month previous for the information of persons likely to be affected thereby. But for facility of reference a copy of the rules is printed in *Appendix* N.

ENGLISH BILL FOR THE CONSOLIDATION OF THE LAW RELATING TO MERCHANT SHIPPING.

An expression of the views of the Chamber having been asked by Government on the provisions of the above measure, as also on some points raised in a despatch from the Secretary of State, which accompanied it, the Bill received the careful consideration of the Committee; and in the reply sent to Government they stated that they had no suggestions or observations to offer respecting the proposed amendment of the English law. With respect, however, to the question raised in para. 2 of the despatch in question, they held that there was no urgent need of the Indian Bill—which the Chamber had previously reported upon—being passed immediately, and unless therefore there was a possibility of the passing of the English Bill being indefinitely postponed, the Committee informed Government that they would favour the Indian Bill being kept back until the English measure had been passed into law. They further added that the registration of native craft—referred to in the despatch quoted above—could best be attained by the introduction of a Special Indian Act, and in this connection they recommended Government extending to ships belonging to Indian Native States the privileges and advantages enjoyed by British vessels. The English Bill has since been passed into law, and the Indian measure is among the matters to be discussed in the Legislative Council during the present Calcutta Session.—(*Appendix* O.)

BILL TO VALIDATE CERTAIN CERTIFICATES GRANTED TO ENGINEERS OF STEAM-SHIPS.

The object of this Bill being to validate certain certificates which were granted in Bombay during the years 1885-1893 to engineers of steam-ships under a misapprehension as to the law in force at the time, the Committee

saw nothing to object to in the proposed provision, and the Bill is therefore merely included in the Appendix for purpose of future reference.—(*Appendix* P.)

CERTIFICATES OF ORIGIN FOR GERMANY.

In last year's report reference was made to the introduction of Certificates of Origin which the Imperial German Consul in Bombay is authorised to grant in connection with shipments to Germany. Since then, however, the Foreign office at Berlin has notified that no such certificate will be required in future in respect of grain or pulse exported from India to Germany, and there is no doubt that this modification of the regulations previously in force will be of great assistance to shippers generally.—(*Appendix* Q.)

CERTIFICATES OF ORIGIN FOR RUSSIA.

From the Assistant Secretary to the Government of India, in the Department of Finance and Commerce, the Chamber received during the year copies of papers regarding the requirement of Certificates of Origin for goods imported direct into Russia from British dependencies, claiming the most-favoured-nation treatment, accompanied by a copy of the regulations in the same connection, all of which—having at the time been circulated for the information of members—are now included in *Appendix* R.

TREATMENT TO BE ACCORDED IN SPAIN TO THE COMMERCE OF GREAT BRITAIN AND HER COLONIES.

A copy of a despatch from the Secretary of State on the above subject, as also with respect to Certificates of Origin for British goods shipped to Spain, having been communicated to the Chamber through the Government of India, the matter was brought to the notice of members at the time, and the papers are now included in the appendix for facility of reference.—(*Appendix* S.)

TARIFF FOR FOREIGN GOODS IMPORTED INTO TRANSCASPIA AND BOKHARA.

The Chamber having been furnished through the local Government with a copy of the Regulations and Tariff, as published in the *Journal de St. Petersbourg*, in connection with foreign goods imported into Transcaspia and Bokhara, the Committee, noticing from the papers that, with certain exceptions, the importation of European and Anglo-Indian goods was interdicted, addressed Government on the subject, and expressed the hope that this prohibition would not be acquiesced in without protest by the Government of India. —(*Appendix* T.)

REQUIREMENT OF SANITARY CERTIFICATE IN CONNECTION WITH THE IMPORTATION OF HIDES, HORNS, ETC., INTO ITALY.

By a new regulation issued by the Italian Government, with effect from 1st August 1894, Hides, Horns, Bones, Hoofs, Wool, or any other remainder of cattle, coming from places beyond the Straits of Babel-Mandeb, are not allowed to enter Italy unless accompanied by a sanitary certificate from the responsible authorities at the port of shipment, duly *viséd* by the Italian Consulate. This information was accordingly communicated to members of the Chamber by circular.—(*Appendix* U.)

OPENING OF CERTAIN PORTS IN JAPAN AND NEAR TUNIS TO TRADE, ETC.

Through the courtesy of the Bombay Government the Chamber was placed in possession of a copy of a Despatch from Her Majesty's Secretary of State for India on the above subject; and the papers are now included in the appendix for the information of those interested.—(*Appendix* V.)

SAMPLES OF RUSSIAN-MADE GOODS SOLD IN THE KASHGAR BAZAAR.

From the Government of India, in the Department of Finance and Commerce, the Chamber received during the year a parcel containing samples of miscellaneous goods of Russian origin which had been collected by Mr. Geo. Macartney, (the Special Assistant for Chinese Affairs to the Resident in Cashmere), together with a list showing the prices of the goods in Russia and in Kashgar respectively. With respect to these samples, Mr. Macartney appeared to think that unless foresight and energy were displayed by Indian traders, there was a probability of goods of British and Indian origin being displaced by Russian wares in the markets of Chinese Turkestan, and the Chamber was accordingly requested to bring the samples to the notice of any importers and manufacturers in Bombay interested therein. The samples were duly exhibited in the rooms of the Chamber for several days, and were inspected by many members of the Chamber. They were subsequently returned to the Government of India in accordance with their request, and in doing so, the Committee took the opportunity of pointing out that the possibility of business in such articles seemed very remote, not so much from the quality of the goods—which as a rule was distinctly inferior to similar articles of British manufacture—nor from the prices so far as they could be estimated by the quotations given; but the real difficulty in the way of a trade of any importance being cultivated with Kashgar lay in the absence of any properly accredited British Agent or Consul in that Province who would protect and look after the interests of British traders. These, from the reports of recent travellers, appeared to be at the mercy of a rapacious set of Customs Officials who were said to levy duties at their pleasure. Russia, on the other hand, under the Treaty of St. Petersburg of 1881, had secured for herself freedom from

all duties on any goods from Russia proper, or from Russian or Central Asia, and the enormous advantage which this gave entirely debarred British goods from all chance of legitimate competition.—(*Appendix* W.)

PROPOSED AMENDMENT OF THE CIVIL PROCEDURE CODE.

The question of the difficulty experienced in India in not being able to sue persons carrying on business in co-partnership by their trade name, as can be done in England by the rules passed under the Supreme Court of Judicature Acts, which rules regulate the practice of these Courts, received the attention of Government through a representation made to them by Messrs. Carruthers & Co. of Calcutta, who at the same time submitted a suggestion for legislating to that end in the direction of Rules 14 and 15 of the English Order No. 16, made in 1883, in pursuance of the Statutes mentioned above. It was also suggested for the consideration of Government that legislation with this object might with advantage be undertaken, provided that a firm so suing or being sued were to disclose in its plaint, written statement or other proper proceeding, the names of members of the firm at the alleged date of cause of action, and on the requisition of the Court, at any date thereafter; and the Chamber was asked for an expression of its views as to whether the proposed legislation should be undertaken, and, if so, whether such legislation should proceed on the lines indicated above. Government also intimated that the question of the registration of partnerships was also before them, but that they did not propose to deal with it in the present connection; adding that it was matter for consideration whether, in any legislation that might be undertaken, a provision might not properly be introduced

making such registration a condition precedent to the privilege being permitted to sue under a trade or professional name, or granting other privileges in the conduct of proceedings (such as greater facilities in the matter of survival, &c.) to registered partnerships, which could not reasonably be extended to fluctuating and undefined bodies.

The Committee having given the matter very careful consideration, after consultation with the legal members of the Chamber, addressed Government expressing their approval of the legislation suggested by Messrs. Carruthers & Co. With respect, however, to the question of the registration of partnerships, they were of opinion that the difficulties in the way of legislating for such compulsory registration, were so great that, if undertaken, it should only be after very careful consideration and enquiry. For many years this formed the subject of lengthy correspondence between the Chamber and the Government of Bombay, and ultimately in 1879, as the result of an application made to Government for a legislative enactment in this direction, Government invited the Chamber to submit a draft Bill embodying, within certain limits, provisions which the Chamber would wish to see enacted on the subject. A draft Bill was accordingly prepared by the Chamber's solicitors, but after a very careful study of its provisions, both by a Special Committee and the members of the Chamber in meeting assembled, it was resolved "that the Committee be "instructed to inform Government that the practical work- "ing difficulties which have appeared in drawing up the "Bill for the registration of partnerships have been so "many and so great that they must, for the present, with "draw their request for an Act for the purpose." Whether the difficulties then discovered could be more easily

overcome now, the Committee were not prepared to inform Government without mature consideration of the subject, but in any case the result of this previous experience indicated conclusively that the matter was one which could not be lightly dealt with. As to the suggestion whether in the event of legislation on the above lines a provision might not with advantage be introduced for the purpose of making such registration a condition precedent to the privilege of being permitted to sue under a trade or professional name, the Committee intimated that this proposal appeared to have been made under a misconception of the position. Plaintiffs would at any time have no objection to sue in the actual names of their partners: the difficulty, the Committee pointed out, was entirely in the opposite direction, in obtaining the names of the partners of defendant firms to permit of their being sued, and the Committee accordingly informed Government that they could not consider the suggestion referred to one worthy of being entertained.—(*Appendix* X.)

PROPOSED REVISION OF THE CODES OF CRIMINAL AND CIVIL PROCEDURE.

The Government of India having had under consideration the question of a general revision of the Code of Criminal Procedure, Act X of 1882, and the Code of Civil Procedure, Act XIV of 1882, the Chamber was requested by the Judicial Department of the Government of Bombay to submit any proposals it might have to make on the subject. The matter, however, having received careful consideration in Committee, it was decided to inform Government that the Chamber had no suggestions to make in connection with the proposed amendment of the law, and a reply to this effect was accordingly sent to the Department concerned.—(*Appendix* Y.)

BILL TO AMEND THE INDIAN PENAL CODE AND ACT VI OF 1864.

The Government of India having introduced a Bill in the Legislative Council in the early part of the year for the purpose of amending, *inter alia*, section 4 of the Indian Penal Code, the Committee took the opportunity of placing their views before Government with respect to the proposed amendment of the law. The section in question is intended to meet a glaring defect in the law which was proved to exist in a somewhat celebrated case, which occurred in Calcutta two or three years ago, in which a man was charged with defrauding a bank to the extent of three lakhs of rupees. He was acquitted because it could not be shown that the money had been extracted upon any one particular occasion, and the object of the Legislature in amending the law is intended to meet such cases and to make the falsification of books punishable even although no particular sum of money or particular occasion can be shown.

After consulting the legal members of the Chamber on the subject, the Committee addressed the Legislative Department of the Government of India pointing out that while the proposed alteration of the law was likely to be effective in regard to the falsification of books and documents, it did not, in their opinion, afford a complete remedy for the glaring defect which it was intended to meet. No doubt it generally happened that misappropriation or criminal breach of trust in regard to money was accompanied by falsification or tampering with entries in books of account or with other documents, but on the other hand, the Committee submitted, it was perfectly conceivable that cases might occur, and no doubt had occurred, where no manipulation of books or documents took place, and in such cases it was obvious that section 4 would not be of assistance in obtaining a conviction. In

a recent case tried at the Bombay High Court an instance was afforded of how the new section would fail of application. The accused was charged with misappropriating, amongst other sums, a difference shown to exist on a particular day between the cash in hand and the cash which, according to the entries made by the accused in the cash book kept by him, should have been in hand on that day. As regards that particular item the accused apparently escaped conviction because the inference from the evidence was that this difference consisted of more than one sum extracted at different dates other than the date on which he was charged with having misappropriated the difference. There was no positive evidence as to when the money was taken and there was no tampering with the books so far as this sum was concerned, and it was evident therefore that the amendment proposed by section 4 of the Bill would have been of no assistance in this particular case. The Committee accordingly submitted that some provision should be made to secure a conviction in cases where a person called upon to account for monies received, failed to do so, although there was nothing to prove what the actual amounts were and when they were misappropriated.

To this communication the Chamber received no direct reply, but since the end of the year, Act III of 1895 has been passed embodying in the main the Chamber's recommendations.—(*Appendix* Z.)

BILL TO AMEND THE PRESIDENCY SMALL CAUSE COURTS ACT, 1882.

Having been favoured by the Bombay Law Society with a copy of a representation addressed by that body to the Government of Bombay under date of 18th July 1894, regarding the Bill previously introduced in the Imperial Legislative Council for the purpose of amending the Presi-

dency Small Cause Courts Act, 1882, the Committee took the opportunity of placing before Government their views in connection with the proposed amendment of the law. The opinion of the Chamber had not been specially solicited on the Bill, but doubtless this arose from the fact that an opportunity for criticising the measure had practically been afforded and availed of by the Chamber in its letter to Government under date of 24th April 1891, in which communication the Chamber, *inter alia*, expressed its assent to the general principle that it was desirable to give the High Court concurrent jurisdiction with the Court of Small Causes in suits for sums over Rs. 1,000; and in that respect, the Committee informed Government, the draft Bill had the approval of the Chamber. But it was pointed out that the mode in which this concurrent jurisdiction might be availed of, as laid down in the Bill, seemed to open the door to the possible misuse of the privilege to the detriment of suitors, and the Chamber therefore endorsed and strongly supported the whole of that part of the Bombay Law Society's representation which dealt with Section 39 of the Bill. As to the preceding portion of the Society's memorial, however—referring, as it did, mainly to points of a technical character—the Chamber did not feel called upon to offer any opinion.

The Committee have had intimation from the local Government to the effect that its representation has been forwarded to the Government of India for consideration, and since the close of the year the Bill has been passed.—(*Appendix* AA.)

THE INDIAN STAMP ACT.

Several alterations having been notified by the Government of India in the Indian Stamp Act of 1894, the attention of members of the Chamber was called to the

notification embodying same, which appeared in the *Gazette of India* of 9th June 1894, and for convenience of reference the amended Act is now included in the completed report, together with appendices containing notifications reducing and remitting stamp duties and publishing rules under the Act. With respect to the representation made by the Chamber to the Government of India in 1892 calling attention to the uncertainty which prevailed as to the manner in which adhesive stamps used on bills or contracts should be cancelled, and suggesting an alteration of the laws so as to provide for a more definite mode of cancelment, the Committee, in reply to an enquiry as to when legislation in this direction was likely to be undertaken, were informed by the Government of India, through the local Government, that it was not proposed to legislate separately for the amendment of the Act for the purpose proposed by the Chamber, but that the question had been taken up by the Government of India and included with proposals for a general revision of the Act which are to be referred to local Governments for opinion at an early date.—(*Appendix* BB.)

COTTON.

This subject has not come before the Chamber in any special form during the year, and it is merely for the sake of uniformity and convenience of reference that the Committee continue to give the comparative figures in connection with the receipts and exports of the article.

As compared with the preceding season the receipts of all growths show a decrease of 58,360 bales or 3·29 per cent. and are the smallest since the season of 1887-88, the heaviest falling off being in the important descriptions Dhollera

and Broach and the largest compensatory gains in Bengal and Oomra descriptions :—

(Receipts of Cotton in Growths into Bombay during the Seasons 1891-92, 1892-93 *and* 1893-94.)

Growths.	Season 1891-92.	Season 1892-93.	Season 1893-94.	Percentage Increase or Decrease in 1893-94, as compared with 1892-93.
	F.P.Bales.	F.P.Bales.	F.P.Bales.	
Dhollera	411,840	503,517	355,349	— 29·42
Broach	210,278	191,297	130,335	— 31·86
Bengals	154,305	192,711	267,537	+ 38·82
Berar	324,872	256,463	272 086	+ 6·09
Khandeish	343,966	244,397	288,440	+ 18·02
Barsi and Nugger ..	171,318	91,379	101,981	+ 11·60
Hingunghat	2,327	7,579	4 084	— 46·11
Compta and Dharwar*	57,672	182,107	189,304	+ 3·95
Madras and Westerns*.	13,360	44,527	26,116	— 41·34
Sind	15,513	31,697	60,628	+ 91 27
Persian	19,400	18,910	8,492	— 55·09
Other Sorts	9,192	8,488	10,360	+ 22·05
Total	1,737,043	1,773,072	1,714,712	— 3·29 Net Decrease.

* For 10 months only.

The receipts of new cotton up to the end of the year have been exceptionally small, only a little more than half of the same period of the preceding season. The cause of this is the damage caused to the early descriptions, Bengal and Oomras, by the heavy autumn rains, which also had an adverse effect on the late descriptions :—

(Receipts of New Crop Cotton into Bombay from the commencement of the Season to 31*st December* 1894, *compared with* 1893 *and* 1892.)

Growths.	1894.	1893.	1892.
	F. P. Bales.	F. P. Bales.	F. P. Bales.
Bengals	20,257	56,601	41,870
Berar...	33,625	52,750	47,457
Khandeish	33,802	52,942	68,491
Hingunghat	11	1,122	5,008
Total ...	87,695	1,63,415	1,62,826

The actual exports from Bombay to Europe during the past calendar year mark a decline of 60,701 bales or 7·07 per cent. as compared with the previous year, and are less than 1892 by 157,173 bales :—

(Exports from Bombay to Europe.)

Names of Ports.	1891.			1893.			Increase or Decrease.	Percentages.
	6 months ending 30th June.	6 months ending 31st Dec.	Total for 12 months.	6 months ending 30th June.	6 months ending 31st Dec.	Total for 12 months.		
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool	31,846	2,731	34,577	32,561	11,664	44,225	—9,648	—21·81
London...	410	82	492	251	840	1,091	—599	—54·90
Hull	4,200	100	4,300	1,100	.....	1,100	+3,200	+290·90
Marseilles	6,650	925	7,575	8,550	.....	8,550	—2,025	—2·63
Havre	42,382	1,919	44,301	54,461	6,246	60,707	—16,406	—27·02
Dunkirk	47,607	3,285	50,892	30,940	6,966	37,846	+13,046	+34·47
Antwerp	123,411	9,030	132,441	116,776	35,556	152,332	—19,841	—13·02
Ghent	9,050	.....	9,050	715	1,470	2,185	+6,865	+312·75
Bremen	10,105	220	11,115	7,720	825	8,545	+2,570	+30·19
Hamburg	155,951	11,498	167,449	151,663	25,503	185,566	—18,137	—9·77
Barcelona	14,950	160	15,110	12,060	1,732	13,792	+1,318	+9·55
Genoa	78,016	6,560	84,576	68,679	21,999	90,678	—6,102	—6·93
Naples	8,350	6,550	14,900	6,700	2,850	9,550	+5,350	+56·02
Venice	34,662	10,577	45,239	38,735	20,340	59,135	—13,896	—23·49
Trieste	126,356	8,567	134,923	117,155	29,946	147,101	—12,178	—8·29
Piræus	600	.....	600	850	.....	850	—250	—29·41
Odessa	31,680	3,150	34,830	25,852	6,916	32,768	+2,062	+6·16
St. Petersburg	2,200	.....	2,200	.....	.....	.....	+2,200	.....
Gottenburg	1,610	.....	1,610	1,750	250	2,000	—390	—19·50
Nykoping	200	.....	200	.....	.....	.....	+200	.....
Norkoping	100	.....	100	.....	.....	.....	+100	.....
Malmo	300	.....	300	.....	.....	.....	+300	.....
Stockholm	300	.....	300	.....	.....	300	.....	.....
Total... ...	731,716	65,354	797,070	680,808	176,873	857,771	Net Decrease —60,701.	—7·07

The decline, it will be perceived, has been mainly to Northern Europe, although Hamburg still retains the first place as the largest receiver of Bombay cotton. Trieste, however, has dispossessed Antwerp of the second place, while Liverpool continues to recede, and from being seventh on the list in 1893 has now descended to the ninth in importance.

The exports to the Farther East in the past year have been slightly larger than in 1893, but are still behind 1892 and only slightly ahead of 1891, when the shipments first jumped into prominence by more than trelling themselves. This year, however, large supplies have been sent East from Tuticorin possibly taking the place of cotton which might have gone from this port :—

(Shipments of Cotton from Bombay to China and Japan during the years 1890 *to* 1894.*)*

	1894.	1893.	1892	1891.	1890.
	F.P.Bales.	F.P.Bales.	F.P.Bales.	F.P.Bales.	F.P.Bales.
To Japan	108.037	102,868	103,144	88.249	19,212
,, China	5,679	1 627	18,056	23 940	16,006
Total ..	113,716	104,495	121,200	112.189	35,248

It is an interesting fact that the consumption of the staple in the mills of Bombay Island are now only a few thousand bales short of the exports to Europe.

WHEAT.

The wheat harvest of the past season has been most varied in character, having been exceptionally large in the Punjaub, while in the North-West Provinces it was poor, and in the Central Provinces in many places an entire failure. The comparative figures of estimated acreage and outturn, therefore,

although showing an increase in sowings by nearly a million acres last year, indicate a decrease in yield of 270,000 tons :—

(Total Acreage and Out-turn in each year from 1884-85 to 1893-94.)

Year.	*Acres.*	*Outturn in tons.*
1884-85	... 27,820,000	8,613,000
1885-86	.. 27 393,000	7,739 000
1886-87 ...	... 26.735,000	6,391,000
1887-88	.. 26,855 000	7,149,000
1888-89	... 25,912 000	6,362,000
1889-90	... 24,773,000	6.123.000
1890-91	... 26,576,000	6,876,000
1891-92	... 24,482,000	5,535,000
1892-93	... 26 429 000	7,193.000
1893-94	.. 27,382,000	6,923,000

The figures for each province in detail are as follows :—

Provinces.	Normal area. Average of preceding years.	Area 1892-93.	Area 1893-94.	Normal outturn. Average of preceding years.	Out-turn 1892-93.	Estimated Out-turn 1893-94.
	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.
Punjab	*a* 6,569,000	7,020,000	8,265 000	*a* 1,817,000	2,213,000	2,560,000
North-Western Provinces & Oudh.	*a* 4,868,000	4,641,000	4,897,000	*a* 1,662,000	1,844,000	1,473,000
Central Provinces.....	*b* 4,090,000	4,197.000	3,927,000	*b* 871.000	762,000	600,000
Bombay.....	*a* 2 511,000	2,475,000	2,479 000	*a* 663,000	654,000	755 000
Sind	*d* 507,000	601,000	539 000	*d* 171,000	204.000	164,000
Berar	*c* 892,000	985,000	928,000	*c* 90,000	76,000	94,000
Bengal	1,844,000	1,559,000	1,584,000	745 000	466 000	461,000
Rajputana ...	1,562,000	1,604,000	1,646,000	413,000	431,000	389,000
f Central India	*c* 399,000	429,000	361,000	*c* 65,000	61,000	64,000
Kashmir	*e* 31,000	31,000	31,000	*e* 8,000	8,000	8,000
g Rest of India	3,461 000	2,881,000	2,725,000	471,000	474,000	355,000
Total...	26,731,000	26,429,000	27,382,000	6,976,000	7,193,000	6,923,000

a 8 years ; *b* 7 years ; *c* 5 years ; *d* 4 years ; *e* approximate.
f Statistics are for five agencies only.
g Includes approximate statistics of Hyderabad and the balance of the Central India Agencies, also of the provinces of Madras, Mysore and Assam.

The most noticeable feature observable in these figures is the large steady increase in both acreage and yield of the Punjaub, and the poor results obtained from about normal sowings in the North-West Provinces and the Central Provinces, the districts tributary to Bombay.

The effect of this is shown in the direction taken by the exports from India during the year, Karachi having shipped nearly four times as much as Bombay, and judging from

the information so far available, it is not unlikely the former port may retain her pre-eminence during the coming year. Calcutta, it will be observed, is rapidly ceasing to be a wheat exporting port :—

(*Exports of Wheat to Europe from Bombay, Calcutta and Karachi.*)

From	1894.	1893.	1892.
	Cwts.	Cwts.	Cwts.
Bombay	1,561,048	5,043,690	9,374,762
Calcutta	259,338	1,078,900	3,577,241
Karachi	6,130,932	4,765,788	5,361,693
Total	7,951,318	10,888,378	18,313,696

OPINIONS AND DECISIONS OF THE COMMITTEE ON SHIPPING AND OTHER MATTERS.

The following opinions and decisions were given by the Committee, during the year, on the more important cases referred to the Chamber :—

Shipment of cargo under Shipping order of Customary tenor.—Under date of 27th March Messrs. A. Blascheck & Co. solicited the opinion of the Committee as to whether, under a shipping order of customary tenor, they were bound to ship their cargo by a vessel that had only one hold clear of inward cargo and was still discharging coals from the others, adding that the Agents or Charterers having guaranteed March shipment gave notice of readiness and asked for the cargo to be sent alongside, but declined to hold them harmless in case any claim was made upon them on account of damage by coal dust.

In the reply given, the Committee stated that, in their opinion, Messrs. Blascheck & Co. were bound to ship their cargo when called upon under the shipping order referred to:

In response to a further enquiry from the same firm, as to whether, in the case referred to above, the vessel or the charterers should be responsible for any damage done to the cargo by coal dust, the Committee stated that if the shipping order was taken direct from the ship's agents without the intervention of charterers there could be no doubt that the ship would be liable for any damage caused by Messrs. Blascheck & Co. being required to ship while the vessel was discharging coal, but that it was quite possible that if they had taken the shipping order from charterers there might be provisions in the charter, as between the charterers and the ship, which would prevent their having recourse against the ship direct. In any case, however, the Committee were of opinion that if the Captain received the cargo on board as being in good order and condition, he would thereby accept the responsibility of having to deliver it in the like state.

Tonnage scale for Country Craft.—The Director of the Royal Indian Marine, Bombay, on 2nd May, having solicited information regarding the tonnage scale for country craft as accepted by the trade generally in the Bombay Presidency, adding that the information was required by him to enable him to settle a claim for freight on timber from Karwar per native boats according to the *khandi* measurement, in connection with which he would also be glad to know how many cubic feet are reckoned as equivalent to a *khandi*, the Committee replied that there was no tonnage scale laid down for native craft, but that from the information they had been able to obtain, it would appear that 4 *khandis* were equal to one ton of 50 cubic feet.

Time of delivery of piece-goods.—On 6th June Messrs. E. Spinner & Co. addressed the Committee enquiring if any agreement was in existence between importers of piece-goods and the Native Piece-Goods Dealers' Association with respect to the time of delivery of Manchester goods, that the carriers' note, in all instances, should be the document upon which such questions were to be decided.

In reply, the writers were informed that the Committee were not aware of the existence of any such understanding between the Native Piece-Goods Association and the trade, and they were of opinion that the time of delivery of piece-goods must be a subject of contract between individual importers and buyers.

Customs procedure regarding steamers breaking bulk on arrival at Port.—The Karachi Chamber of Commerce having placed itself in communication with the Collector of Customs at that Port, regarding the convenience it would be to steamers to be allowed to break bulk immediately on arrival and prior to entry by the Master at the Custom House, the Collector replied that he was prepared to grant the privilege provided a guarantee, in the subjoined form, was attached, signed by the Agent of the steamer on a paper bearing an eight anna stamp, alleging that it was the practice in Bombay for Agents to give such an undertaking, *viz.* :—

> "In consideration of your allowing us to break bulk on this Company's steamers.....before they are entered at the Custom House, we hereby undertake to accept liability for all duties which would or might have been recoverable in respect of missing or deficient goods had this cargo been examined on board."

The above guarantee being, in the opinion of the Karachi Chamber, in many ways objectionable, they desired to know whether any undertaking was signed by steamer agents in Bombay in this respect, and, if so, they requested to be furnished with a copy thereof.

In accordance with this request, the Committee forwarded a copy of the following form of guarantee used in Bombay, and pointed out that it was the only undertaking demanded by the Custom House and embodied no special guarantee, *viz.* :—

> "We have the honour to request that a special pass be granted, under section 59 of Act VIII of 1878, for the steamer ..... to break bulk on arrival before receipt of import general manifest and entry inward, and also for permission under section 85 of the said Act to land all her cargo."

Rate of Demurrage for Steamers.—Replying to an enquiry received from Messrs. Visram Ebrahim and Co., Agents for H. H. the Sultan of Zanzibar, under date of 17th July, the Committee stated that the Chamber fixed no rate of demurrage for steamers, such rate being invariably laid down by the terms and conditions of the Charter-Party.

Acceptance of Bills of Lading marked original and duplicate.—The opinion of the Committee being asked by Messrs. A. Blascheck and Co. on 13th August, as to whether they were bound to accept Bills of Lading marked original and duplicate, the Committee stated that whether in any special instance they could be compelled to accept Bills of Lading so marked would depend on the terms of their shipping order, but that no custom existed in Bombay of so marking Bills of Lading, it being absolutely unnecessary for the protec-

tion of either the shipper or the ship provided the documents contained the usual clause *viz.* :—"The "Master or Agent has signed.....Bills of Lad- "ing (exclusive of the Master's copy) all of this tenor "and date, one of each being accomplished the others "to stand void."

Freight charges on consignments of Tea from Kangra Valley via Pathancote to Bombay.—The General Traffic Manager of the B. B. & C. I. & R.-M. Railways having solicited the views of the Chamber on this subject, the Committee replied that it would be very desirable on the part of the Railway Company to encourage a diversion of the tea trade to Bombay by every means in its power, especially by reducing the rates, at owner's risk, to a level which would compare advantageously with cost of transit to Calcutta. As regards shipping charges in Bombay, in the absence of any shipments of tea from this port, the attention of the Port Trust had never been drawn specially to the charges levied on the article, but the Committee felt confident that the Trustees would be most willing to meet the B. B. & C. I. and R.-M. Railways and foster the trade by a considerable reduction in rates had they any prospect of the trade assuming important proportions. And with respect to steamer freights, the Committee added that there could be little doubt that homeward freights from Bombay could be secured quite as cheaply as from Calcutta, while the large saving in time and interest in shipments by this port would be an item of some importance.

Weather working days in Docks.—The following decisions regarding working days or the reverse for steamers in the Prince's and Victoria Docks were given by the Committee during the monsoon months of the year

under notice, the parties concerned having in each case undertaken to abide by the opinion of the Chamber :—

5th	September	Working day.
6th	„	ditto.
7th	„	Half working day.
8th	„	Working day.
10th	„	ditto.
23rd	October	ditto.
26th	„	Half working day.

ARBITRATIONS SUBMITTED TO THE CHAMBER.

During the year under review 74 cases were decided by the Chamber under the rules passed by the Committee in 1885 in connection with piece-goods arbitrations, as compared with 31 in the preceding twelve months.

One special arbitration only, on other than piece-goods, was undertaken by the Chamber during the year, the parties thereto being Messrs. Glade and Co., Agents of the s.s. "Australia," and Messrs. F. Fischer & Co., consignees of a quantity of Patent Fuel by that steamer. The subject matter in dispute was as to whether the Steamer Agents were liable to weigh over the cargo on the vessel's arrival at Port, which the consignees contended they were entitled to under their Bill of Lading. A Sub-Committee having been appointed under the rules, and the members thereof having perused the statements of the case submitted by both parties, together with the documents referred to, decided as follows :—

(1) That in accordance with the Custom of the Port, the Patent Fuel per s.s. "Australia" should be weighed and delivered overside by the steamer at the steamer's expense.

(2) In event of the ascertained weight being found short of 500 tons (of 1,000 kilogrammes) the freight on the deficiency should be refunded by the steamer to the consignee.

(3) The consignee, however, is not entitled to recover cost of Patent Fuel, if any, short delivered.

OPINION ON SAMPLE OF PRODUCE SUBMITTED TO THE CHAMBER.

Messrs. Stokes and Co., of Bombay, having submitted to the Chamber, on 3rd September, a sample of cotton grown on their farm in Kaira from foreign seed, with a request for opinion as to quality and staple, and also whether the Bombay mills could spin 50s and 60s with the said cotton, the Committee, after consulting the Directors of the Bombay Cotton Trade Association (Ld.), on the subject, replied that the sample submitted appeared to have matured either too late or too early in the season and been injured by rain, or else it must have been exposed to damp after it was picked; the colour was consequently spoiled and the class difficult to judge; the staple seemed silky, but rather irregular; some was very good, but none seemed good enough to spin 50s. On this point, however, the Committee added, a member of the Board of Directors of the Bombay Cotton Trade Association (Ld.), whose firm represented a large number of cotton mills in Bombay, had no doubt that 50s could be spun from staple as in the sample submitted, but whether the yarn would be a merchantable product was another question, the sample being too small to form other than a very speculative idea as to the merits and value of the cotton.

WEATHER AND CROP REPORTS.

Members of the Chamber have throughout the year been supplied regularly with the daily weather report and chart issued by the Meteorological Reporter for Western India, together with information regarding crops up-country which is incorporated in the daily reports on Mondays and

Thursdays during 8 months of the year. In connection with the latter, Government asked the opinion of the Chamber in July last on a suggestion made to them to include Ahmednagar in the list of stations from which crop reports are received; but the Committee considered that a report from Ahmednagar would not be of any service to the mercantile community, and this decision was accordingly communicated to Government. Later in the year the Committee received intimation from the Bombay Government to the effect that the Government of India had decided to include Ahmednagar in the list of reporting stations, the cost of the telegrams in connection therewith being met by the Meteorological Reporter to the Government of India from the budget provision under this head —*(Appendix* CC.)

RATES OF RAILWAY FREIGHT ON COTTON.

Some of the members of the Chamber—leading exporters of cotton—having called the attention of the Committee to the adverse rates of freight on cotton from various up-country stations to Bombay as compared with Calcutta, whereby Calcutta was enabled to attract considerable supplies which in the ordinary course of trade ought to come through and be exported from Bombay, the Committee addressed the authorities of the G. I. P. and B. B. & C. I. Railways on the subject, in the hope that they might be able to see their way to making such reductions in rates as would bring Bombay into more favourable competition with Calcutta. Instancing the leading stations in this connection, the Committee pointed out that in the case of Agra while the distance to Bombay was 847 miles and to Calcutta 841 miles, the rates per maund were respectively Rs. 1-5-6 and Rs. 1-0-7; from Aligarh, the distance to Bombay was 898 miles as compared with 877 miles to Calcutta and the respective rates were Rs. 1-5-9 and Rs. 1-1-7;

from Hathras, the distance to Bombay was 878 as against 857 miles to Calcutta, the rates being Rs. 1-4-0 and Rs. 1-0-11 respectively, while in the case of Delhi, which was only 888 Miles from Bombay, as compared with 954 miles to Calcutta, the rate was Rs. 1-7-10 as against Rs. 1-3-1. But a still more adverse comparison was to be found in Jeypore which, for a distance of 697 miles from Bombay, bears a charge of Rs. 1-3-10 as compared with 992 miles to Calcutta with a charge of only Rs. 1-5-0. The Committee further stated that Bombay exporting firms had frequently to ship their cotton *via* Calcutta instead of *via* Bombay owing to the differential railway rates in favour of the former place, and they therefore urged that the comparisons given called for special attention and revision by the Railway Companies in question.

To these representations no replies have yet been received, but the incoming Committee will doubtless take care that the question, which is an important one to Bombay trade, is not lost sight of.—(*Appendix* DD.)

RATES CHARGED BY THE PORT TRUST ON IRON AND STEEL IMPORTED INTO BOMBAY.

The attention of the Chamber having been called by a member to the unduly differential charges levied by the Trust on imports of Iron and Steel respectively, the Committee addressed the Trustees with the view of getting these charges revised and corrected. Pointing out that under modern methods of manufacture Iron and Steel had, in many descriptions, come so closely together in quality and value that, except in name only, it was exceedingly difficult to draw a dividing line, the Committee stated that they could not reconcile the different charges under items No. 210 and No. 348 in the Trustees' Book of Rates, under the former item Bar, Hoop, Pig, Rod, Scrap, Sheet, Band,

Angle, T. and old Iron and Steel Hoops being charged at Rs. 1-2, while under the latter, Steel, apparently of all descriptions, was charged at Rs. 1-8-0 per ton. Then on page 21 "Rents," under the head of Imports B, the descriptions classified under item No. 210 only are allowed the special terms as regards rent which this clause granted, thus relegating other descriptions of Steel, not specially exempted, to the less favourable terms allowed under clause "A." The Committee accordingly suggested that clause B, as amended by Trustees' circular No. 20, should be altered to include item No. 348 as well as No. 210, excepting only Fagot, Spring or Octagon Steel.

The Committee are glad to say that the Trustees have given effect to their proposal, and that the sanction of Government has been obtained by the Trust to the necessary alterations in the schedules of rates and rules.—(*Appendix* EE.)

BOMBAY PORT TRUST BUDGET ESTIMATES.

The Budget Estimates for the year 1894-95—which as usual is embodied in the appendix—have not called for criticism during the year, the views of the Committee having been represented in the preparation of same through the representatives of the Chamber on the Trust—(*Appendix* FF.)

THE TONNAGE SCALE.

The only articles tested during the year have been Cotton Seed (cleaned) and Safflower Seed (Kurdai Seed or Kásumba), both in bags, the testings having taken place on 6th September in the godowns of Messrs. Ralli Brothers under the supervision of Messrs. Hill, Son and Grenan, Stevedores, and in the presence of several members of the Chamber. The former article measured 15 cwt. to the ton and the latter 13 cwt. to the ton, and these results will be submitted to the

members at the Annual General Meeting for confirmation. For the general information of members of the Chamber the Committee have this year included in the annual report the tonnage scales in force at the various Indian Ports, and these will be found in the Appendix.

REDUCTION OF TOWN DUTY ON GRAIN.

The levy of town duty on grain at the reduced rate of 2 annas per candy instead of 4 annas was sactioned by the Municipal Corporation in the early part of the year, at the same time reducing the duty on flour at 75 per cent. of the rate on grain to 1 anna 6 pies instead of 3 annas, which previously ruled. The reduced rates are for the year 1894-95 and came into force from 1st April 1894, but before that date the Chamber having been asked for its views as to the date from which refunds of town duty should be granted at the lower rate, the Committee replied that refunds at the higher rate of 4 annas per candy on all exports by sea should in their opinion be granted on all such exports for 14 days after the 1st of April, such period being, they thought, sufficient to fairly work off the probable stocks of grain imported before the end of the financial year.—(*Appendix* GG.)

ADDRESS OF WELCOME TO LORD ELGIN.

In accordance with the practice followed on previous occasions, the Committee, on the arrival of Lord Elgin to assume the Viceroyalty of India, prepared an address of welcome which, with the approval of the members of the Chamber, was presented to his Lordship at Government House, Malabar Point, on 22nd January 1894. Stating the general approval with which it was perceived that his Lordship's recent public utterances indicated a determination to approach with calm and unbiassed judgment the consi-

deration of the many complex questions which the Government of India entailed, the address pointed out that amongst these questions the most important to the material prosperity of the Empire was undoubtedly the financial situation, as regards which, with the closing of the mints to the free coinage of silver on 26th June 1893, the Government committed the country to a policy of great magnitude beset with many and unforseen difficulties. The subject of railway extension was also alluded to as one which the Chamber had never lost the opportunity of bringing prominently to the front, and particular stress was laid on the subject of the construction and development of feeder lines and short extensions and the insufficient terms and facilities offered to capitalists by the Government of India in connection therewith, as laid down in their Resolution of 15th September 1893. The question of cheapening and extending telegraphic communication both with Europe and internally was also touched upon, and the Committee urged the desirability of reducing the fees for inland telegrams to 4 annas for deferred, 8 annas for ordinary, and one rupee for urgent messages of the same length for which double these charges are now made.

The Viceroy-elect, in reply, thanked the members of the Chamber for their address, promising, at the same time, to give the various points brought forward his most careful consideration.—(*Appendix* HH.)

CONTRACT BETWEEN THE GOVERNMENT OF INDIA AND THE B. I. S. N. Co. FOR THE CONVEYANCE OF MAILS.

The Chamber having been asked by a member to use its influence with the view of obtaining a copy of the contract recently concluded between the Government of India and the B. I. S. N. Co. for the conveyance of mails between Bombay and Karachi for a period of ten years, the Com-

mittee did not feel disposed to take any steps in the matter, seeing that the firm concerned had already communicated with the Imperial Government on the subject, and had received a negative reply to their request.—(*Appendix* II.)

INDIAN MERCHANDISE MARKS ACT.

With reference to a resolution passed by the Board of Directors of the Manchester Chamber of Commerce in December 1893, to the effect "that a proprietary right "may attach to a quality mark (numerals or letters) "which by usage has become identified with the par- "ticular merchandise of a person or firm in a par- "ticular market; and that an imitation of such pro- "prietary mark which is reasonably calculated to deceive is "an offence within the meaning of the Merchandise Marks "Act, 1887," the Committee received a communication from the Secretary of the Karachi Chamber of Commerce in January of the following year with a request to be favoured with an expression of their opinion on the subject. A copy of the above resolution, however, having previously been communicated to the Committee by the Manchester Chamber direct, for information only, they did not deem it necessary to take special notice of the matter, and the Karachi Chamber was informed accordingly, the Committee adding that the resolution in question was, without doubt, in no way binding on any other body.

As regards the working of the Act itself, the Committee are glad to say that during the period covered by the report the intervention of the Chamber has not been solicited. During the year 1893-94, however, there were 1,287 cases of detention under the Act in all parts of India, compared with 894 and 1,208 in 1891-92 and 1892-93 respectively. Of these 430 or 33·4 per cent. of the whole came under the section of the Act requiring all piece-goods to be

stamped with their lengths; in 1892-93 such cases formed 38 per cent. of the whole. There were 320 cases of counterfeit trade marks or false descriptions, and 537 cases of non-description of origin, against 395 and 356 respectively in the previous twelve months. But it is satisfactory to note that in only 11 out of the whole number of cases (or less than one per cent.) detention was followed by confiscation of the goods detained, fines, mostly trifling, being imposed in 81 per cent. of the cases, while as regards the others the goods were released with a warning. From the reports published by Government it would seem that the Act continues to be worked on the whole with judgment and discretion, and perhaps at Bombay and Karachi with closer supervision than elsewhere.—(*Appendix* JJ.)

CUSTOM HOUSE PROCEDURE.

In exercise of the power conferred by section 130 of the Sea Customs Act VIII. of 1878, the Government of Bombay have framed certain rules—in supersession of those previously in force—with respect to transhipment in the Port of Bombay, and these rules, which have been in operation since August last, were duly brought to the notice of members at the time they appeared in the official *Gazette*.—(*Appendix* KK.)

IMPROVED CONVENIENCES FOR THE EMBARKATION AND DISEMBARKATION OF PASSENGERS IN BOMBAY HARBOUR.

The Committee are glad to notice from the last published Administration Report of the Bombay Port Trust, that under the terms of the contract let to Messrs. Bulkley and Company in September 1893, the Ballard Road Pier—to which reference was made in last year's report of the Cham-

ber—is expected to be completed by the commencement of June 1895, so that it may be available for use in the South-West Monsoon of that year. As previously mentioned, the pier will have a width of 60 feet and run 350 feet into the harbour with an arm to the North 200 feet in length to shelter the landing-steps, and at the East end and within the sheltered area the bottom of the harbour will be dredged to 62 on T H. D., which will give a depth of 9 to 10 feet at low water spring-tides. The provision of suitable waiting-rooms and sheds for the shelter of passengers and their luggage when embarking and disembarking, and also for the protection of carriages, will, the Committee learn from the same source, receive the attention of the Trustees of the Port as the work approaches completion.

MEREWETHER DRY DOCK.

A revised scale of charges for the use of the Merewether Dry Dock, including charges for docking, shoring, and undocking, having been sanctioned by the Port Trustees with effect from 1st July 1894, is reproduced in the Appendix for convenience of reference.—(*Appendix* LL.)

QUARANTINE.

The Committee are glad to say that Bombay was again free from quarantine restrictions of any special character during the twelve months under review, the only occasion on which quarantine was imposed being in the month of June when, owing to the plague at Hongkong, arrivals from that place at ports in the Bombay Presidency were subjected to eight days' isolation. This restriction, however, was removed in September.

ELECTION OF PORT TRUSTEES.

The two years' term of office of three of the Chamber's representatives on the Trust—namely, Messrs. R. S. Campbell, S. D. Sassoon and H. W. Uloth—having expired on 31st March 1894, the usual balloting for other trustees in their places took place on the 8th and 10th of that month, and resulted in the election of the Hon'ble Mr. W. R. Macdonell and Mr. I. M. Shields and the re-election of Mr. S. D. Sassoon. Owing to the death of Mr. Sassoon in the same month, however, the Committee ordered a fresh election for a successor, and the balloting, which took place on the 12th and 13th April, resulted in the appointment of Mr. S. M. Moses. Subsequently (in October) Mr. I. M. Shields resigned his seat as a Trustee of the Port, and the same procedure having been followed for the appointment of a successor, Mr. H. W. Uloth was elected to fill the vacancy for the remainder of the period for which Mr. Shields had previously been appointed.

PARTICULARS OF COUNTS OF COTTON YARNS EXPORTED FROM BOMBAY.

The Bombay Millowners' Association having suggested to the Collector of Land Revenue, Customs and Opium the desirability of arranging to obtain from exporters in future the exact counts of Cotton Yarns passing through the Custom House for export, on the ground that information in a detailed form would be of great service to all interested in trade, the Collector, before referring the matter to the Commissioner of Customs, Salt, Opium and Abkari with a view to arranging under his orders for the entry of the required particulars in the shipping bills, invited an expression of the Chamber's opinion on the proposal; and the question having been discussed in Committee, a reply was given to

the Collector to the effect that they approved of the suggestion made by the Millowners' Association, adding that, if possible, imports of yarn should be treated in the same way.—(*Appendix* MM.)

DELHI CHAMBER OF COMMERCE.

In March last, the Committee were informed that a Chamber of Commerce had been established at Delhi, and that it would be pleased at all times to communicate with the Bombay Chamber on matters of common interest.

EXHIBITIONS.

Papers relative to an exhibition of artistic and decorative Pottery, China and Glass, and of Optical Lenses, which was held at the Imperial Institute, London, during the summer months of the year, as also a notification with respect to the Working Men's International Exhibition held at Quilon were received by the Chamber through the Government of Bombay, but beyond placing the papers at the disposal of members, the Committee did not think it necessary to take any action in respect of these exhibitions.

PROPOSED INTRODUCTION OF GRAIN ELEVATORS INTO INDIA.

The question of introducing grain elevators into India was again revived at the end of 1893, and in the early part of the following year the Chamber was favoured, through the local Government, with a copy of a lengthy resolution issued by the Government of India in the Revenue and Agricultural Department on the subject. This resolution was the outcome of a long discussion which took place

in 1890, when the Chamber expressed its views at some length on the question, and more particularly with respect to a proposal that had been made to the Secretary of State by Mr. J. G. Smith of Messrs. Ritchie, Steuart and Co., as to the formation of a "Grain-cleaning and Elevator Company" in India. With this latter object in view the Government was asked by the promoters to give its active support to the scheme in several directions, and the resolution under notice dealt, in the main, with this proposal. That elevators would prove unsuitable and impracticable was the opinion expressed by the Chamber to Government in 1890 after careful enquiries instituted by the Committee amongst the members of the wheat trade most largely interested in, and conversant with, the buying and shipping of grain, and this view was, to a great extent, shared by Government; at the same time they were unwilling to do anything that would stand in the way of the introduction either of the American elevator system or of any modified form of it, holding with most of the Commercial Associations consulted that the promotion of such a system must be left to private enterprise, and that it could not be introduced or subsidized by the State.—(*Appendix* NN.)

INTERNATIONAL CONGRESS OF HYGIENE AND DEMOGRAPHY.

The Chamber was invited to nominate a delegate to be present at the Eighth International Congress of Hygiene and Demography which was held at Budapest in the autumn of 1894, but the Committee did not think it necessary to comply with the request, and so informed the Congress authorities who had addressed them on the subject.—(*Appendix* OO.)

JOINT STOCK COMPANIES.

A list of the Companies which have been registered during the year 1894, is given below :—

NAMES.	Nominal amount of Capital.
	Rs.
The Ahmedabad Cotton Manufacturing Company, Limited	6,00,000
The Ahmedabad New Spinning and Manufacturing Company, Limited	4,00,000
The Ahmedabad Glass Manufacturing Company, Limited	2,00,000
Bombay Land Improvement and Trading Company, Limited	2,00,000
Bombay United Spinning and Weaving Company, Limited	9,00,000
Commercial Company, Limited	1,00,000
The Deccan Pressing and Ginning Company, Limited	2,00,000
Goculdas Callianjee Cotton Press Company, Limited	1,00,000
Hongkong Spinning and Manufacturing Company, Limited	7,50,000
Karnatak Manufacturing Company, Limited	2,00,000
Mysore Spinning and Manufacturing Company, Limited.	7,00,000
The Narandas Ginning and Manufacturing Company, Limited	50,000
New French Press Company, Limited	1,50,000
The Ripon Printing Press Company, Limited	1,00,000
Rajnagar Ginning and Manufacturing Company, Limited.	3,50,000
Victoria Flour Mill Company, Limited	50,000

ELECTION OF NEW MEMBERS.

The number of members of the Chamber on 31st December 1894 was 70 as compared with 67 on 31st December of the previous year, the following firms and Companies having been elected in the interval :—

Messrs. Tata & Sons, proposed by Messrs. Lyon & Co., seconded by Messrs. Latham, Abercrombie & Co.

Messrs. John M. Heyn & Co., proposed by Messrs. Killick, Nixon & Co., seconded by Messrs. Glade & Co.

The Indian Cotton Seed Product Co., Ld., proposed by the Bombay Co., Ld., seconded by Messrs. Lyon & Co.

The Southern Mahratta Railway Co., proposed by the Agent of the B. B. & C. I. and R. M. Railways, seconded by Messrs. Mackinnon, Mackenzie & Co.

DEFACEMENT OF POSTAGE STAMPS.

Under a notification of the Government of India, in the Department of Finance and Commerce, dated Simla, 8th June 1894, "postage stamps defaced before posting by the impression of rubber or other stamps shall not be recognised by the Post Office in payment of postage." This rule, which came into force on 1st November 1894, was the outcome of a long discussion in which the Chamber was invited to express its opinion, and while perforation with initials traced in minute holes, (which is in accordance with the recommendation of the Chamber) is permissible, the Committee understand that no objection will be taken by the Post Office authorities to a simple line drawn across the stamp.—(*Appendix* PP.)

RELATIVE VALUES BETWEEN BAR SILVER AND MEXICAN DOLLARS IN 1893.

In the appendix will be found a series of interesting tables shewing the actual price of Bar Silver per standard ounce, and Mexican Dollars per pound, during the year 1893, also the Metallic value of Mexican Dollars per ounce, and their cheapness or dearness as compared with their intrinsic worth, which were received from the Hongkong General Chamber of Commerce during the year.—(*Appendix* QQ.)

HOLIDAYS FOR THE YEAR 1895.

The Committee appointed by Government to consider and report as to what days in the year 1895 shall be recognised as holidays under the provisions of the Negotiable Instruments Act of 1881, met, as usual, in the rooms of the Chamber in December, and their recommendations having been approved by Government, printed lists of the days fixed were duly circulated among members and the public generally. The holidays under Charter-Parties for 1895 were, as on former occasions, subsequently fixed by the Committee of the Chamber, and these also were printed and published in the usual way.

STATISTICAL STATEMENTS.

A list of the quotations of Exchange, freight, prices of principal articles of import and export, together with statements showing the quantity and value of the principal articles of merchandise exported from and imported into Bombay and all India during the year 1894, will be found in *Appendix* RR.

RETURNS OF RAINFALL.

These returns showing the weekly rainfall at the stations on the lines have been regularly supplied to the Chamber by the G. I. P. and B. B. and C. I. Railway Companies during the past season. The thanks of the Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales and Packages measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872	Not recorded.	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877	1,101,318	18,324	21,561	...	3,237
Do. 30th Nov. 1878	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882	1,892,796	33,225	24,757	8,468	...
Do. 30th Nov. 1883	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886	1,745,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887	1,845,446	35,933	20,017	15,916	...
Do. 31st Dec. 1888	1,659,273	36,371	21,057	15,314	...
Do. 31st Dec. 1889	2,156,604	43,042	21,648	21,394	...
Do. 31st Dec. 1890	2,330,935	45,872	23,171	22,701	...
Do. 31st Dec. 1891	2,012,900	39,533	23,402	16,131	...
Do. 31st Dec. 1892	1,946,389	38,017	24,495	13,522	...
Do. 31st Dec. 1893	1,691,755	32,517	24,273	8,244	..
Do. 31st Dec. 1894	1,708,723	33,665	25,156	8,509	...

STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom Measured during the last seventeen years.

Period.	Number of Packages.	Receipts.
		Rs. a. p.
1st Dec. 1877 to 30th Nov. 1878	89,327	2,791 7 6
1st ,, 1878 to ,, 1879	155,886	7,980 2 0
1st ,, 1879 to ,, 1880	165,182	10,317 10 0
1st ,, 1880 to ,, 1881	108,271	6,766 15 0
1st ,, 1881 to ,, 1882	100,106	6,256 10 0
1st ,, 1882 to ,, 1883	115,909	7,244 5 0
1st ,, 1883 to ,, 1884	117,665	7,354 1 0
1st ,, 1884 to 31st Dec. 1885	169,320	11,207 8 0
1st Jan. to ,, 1886	159,697	9,981 1 0
1st ,, to ,, 1887	189,273	11,829 9 0
1st ,, to ,, 1888	253,918	15,869 14 0
1st ,, to ,, 1889	235,276	14,704 12 0
1st ,, to ,, 1890	241,302	15,081 6 0
1st ,, to ,, 1891	227,583	14,223 15 0
1st ,, to ,, 1892	194,547	12,159 3 0
1st ,, to ,, 1893	166,024	10,376 8 0
1st ,, to ,, 1894	181,521	11,345 1 0

Your Committee have now only to tender their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them; and to express their acknowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council for the courtesy and attention with which their representations have on all occasions been received.

APPENDIX—A.

BALANCE SHEET OF THE BOMBAY CHAMBER OF COMMERCE.—From 1st January to 31st December 1894.

Dr. **Cr.**

To		Amount. Rs. A. P.	Rs. A. P.	By		Amount. Rs. A. P.	Rs. A. P.
Rent ..... Rs.	3,120 0 0			By balance on 31st December 1893		...	57,804 11 16
Less amount charged to Millowners' Association ,,	720 0 0			Subscriptions		12,162 9 3	
Printing—		2,400 0 0		Publications		15,198 3 9	
Miscellaneous Papers ..... Rs.	500 3 6						
Annual Report for 1893 ... ,,	2,305 0 0			Measurement Fee Account—			
		2,805 3 6		Measurement Fee Receipts.. Rs.	33,665 12 4		
Advertisements		269 6 0		Less salaries to measurers, calliper men, &c..... ,,	25,156 5 1		
Newspapers and Books		1,130 14 0				8,509 7 3	
Office Salaries, Postage and Receipt Stamps Petty Charges, &c.		14,305 8 8		Interest on Fixed Deposits		2,217 2 4	
Telegrams, Stationery, and cost of Weather and Crop Reports.....		2,761 5 6		Miscellaneous Receipts for copies of Tonnage Scale, Duplicate measurement certificates, &c.		190 11 6	
Statistical establishment for preparing Daily and Weekly Trade Returns, Manifests, and other Statistics and Stationery..... Rs.	9,359 1 6			Millowners' Contribution to the Chamber's Statistical Department		1,200 0 0	
Printing Do. .... ,,	15,760 12 9			Balance of receipts over expenditure on Arbitration Fees		385 0 0	
		25,119 14 3					
Millowners' Association Establishment, Wages for Clerks and Sepoy		1,098 0 0					
Auditor's Fee for the year ending 31st December 1894		100 0 0					
Telephone Company from 1st March 1894 to 28th February 1895		200 0 0					
			50,190 3 11				
Amount written off, balance of Fixed Deposit with the New Oriental Bank Corporation (in liquidation).....		.....	8,350 0 0				39,863 2 1

Funds of the Chamber as under:—						
Fixed Deposit Receipt of the Agra Bank, Ld., bearing interest at 5 per cent. per annum	10,000 0 0					
Estimated further recovery from balance of fixed Deposit of the New Oriental Bank Corporation, Ld., (in liquidation)	400 0 0					
Fixed deposit receipt of the Chartered Bank of India, Australia and China, at 4½ per cent. per annum	14,060 0 0					
Do. of the Hongkong and Shanghai Banking Corporation @ 4½ per cent. per annum	15,060 0 0					
Do. of the National Bank of India, at 4½ per cent. per annum	14,000 0 0					
Bank of Bombay Current Deposit account	1,693 12 1					
Cash in hand	125 0 0					
Amount due by the Bombay Millowners' Association for rent and contribution for the month of December	100 0 0					
	55,378 12 1					
Less wages, &c., for December, unpaid, also loans from Secretary and the National Bank of India, Limited	16,251 2 1					
Net Balance to carry forward	.....		39,127 10 0			
Total Rs.	.....		97,667 13 11	Total Rs.	..... =	97,667 13 11

Examined and found correct,

CLEMENT POOLE,

Auditor.

Bombay, 8th February, 1895.

APPENDIX B.

THE INDIAN TARIFF AND COTTON DUTIES ACTS, 1894.

BOMBAY CHAMBER OF COMMERCE, *26th February* 1894.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

SIR,—I have the honor, by direction of the Committee of the Bombay Chamber of Commerce, to confirm the following telegram despatched to your address on the 24th instant :—

"The Committee of this Chamber beg leave to "bring to the notice of Government that the wheat "and oil-seeds markets at Home and in Bombay are at "present completely disorganised in consequence of "persistent rumours that Government intend imposing "an export duty. The Committee have no desire to "press Government for a premature declaration of their "fiscal policy ; but, while strongly deprecating the "imposition of export duties, would respectfully urge "that Government should at once announce that if "any export duties are to be imposed, reasonable notice "will be given so as to enable exporters to complete "contracts already made and continue business for "shipment during current export season without "incurring loss on account of duty coming into force "before shipment is completed. The Committee are "of opinion that, unless such announcement is made, "the wheat and oil-seeds markets will continue in a "state of disorganisation, which may extend to other "articles of export equally liable to be affected by "similar rumours."

The Committee desire me to thank you for your message, in reply, dated 24th instant, and worded as follows :—

"Your telegram of 24th. The rumour that "export duties on oil-seeds and wheat are contemplated "is entirely without foundation. Contradiction has "been given in Calcutta and Bombay papers."

I have, &c.,

JOHN MARSHALL, Secretary.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

SERVICE TELEGRAM.

CALCUTTA, 5*th March* 1894.

From Calcutta, Legislative, to Bombay, CHAMBER of COMMERCE.

The Select Committee would be glad to learn how far your Chamber accept the valuations of the Tariff Bill, as they could take the opportunity of correcting any errors that are larger than mere temporary fluctuations of price. As time presses, the Committee would like to have your reply by Wednesday.

Telegram, dated 6th March 1894, from SECRETARY, BOMBAY CHAMBER of COMMERCE, to the SECRETARY to the GOVERNMENT of INDIA, Legislative Department, Calcutta.

The Committee of the Chamber have no alterations to propose in Tariff valuations, but Bill only having been received on Sunday, and yesterday being a public holiday the time at their disposal has not permitted the detailed scrutiny they would have desired.

No. C 1932 OF 1894.

BOMBAY CUSTOM HOUSE, 5*th March* 1894.

From J. M. CAMPBELL, Esq., C.S., C.I.E., Collector of Land Revenue, Customs and Opium, Bombay, to the SECRETARY, CHAMBER of COMMERCE.

SIR,—In anticipation of the early imposition of import duties, I have the honor to forward herewith, for the favour of circulation to the members of the Chamber, 50 copies of two notices—the first with reference to the procedure to be observed in the clearance of imports, and the second stating the hours at which the Custom House will be open for the transaction of general business and the hours up to which payment will be received in the Cash Department.

I shall be obliged if, in circulating these notices to the members, you will be good enough to intimate that I am prepared to re-introduce the permanent deposit system, and that with this object I am ready to accept deposits in advance.—I have, &c.,

J. M. CAMPBELL, Collector of Land Revenue, Customs and Opium.

NOTICE.

The following orders are issued with the sanction of the Commissioner of Customs :—

The Town Custom House in the Fort and the Branch Custom House at the Docks will be open for the transaction of general business from 10-30 A.M. to 4 P.M. on ordinary week days, except Saturdays and half holidays, on which days they will be closed at 2 P.M. This order does not interfere with the present arrangement for passing goods through the gates on import or export.

Payment of duty will be received in the Cash Department up to 3 P.M. on ordinary days, and to 12-30 P.M. on Saturdays and half holidays other than those on which the Bank of Bombay is closed, when no collections will be received. All payments on account of bills entered in permanent deposit must be made before 1 P.M. on ordinary days and before 12 noon on Saturdays and half holidays.

The public are required further to take notice that the Customs Treasury cannot undertake to give change as a rule, and that they should, therefore, come provided, as nearly as possible, with the exact amounts of any payments they may have to make.

J. M. CAMPBELL, Collector of Customs.

CUSTOMS PROCEDURE FOR THE CLEARANCE OF IMPORTS.

Owing to the re-imposition of Import Duties, the following procedure, which has received the sanction of the Commissioner of Customs, is laid down for the clearance of dutiable goods landed at the Docks or at the Carnac Bandar.

Importers will present their bills of entry in duplicate at the Town Custom House for number from the ship's manifest. After number has been taken, the importer will proceed with his invoices and samples, if any, to the Docks Custom House, where the Assistant Collector will give order for such examination and weighment of the goods as that Officer may consider necessary to ensure that they correspond with the declaration.

Examination and weighment of goods landed at the Docks will ordinarily be made in the following sheds of the Victoria and Prince's Docks :—

C Jetty Shed L	Prince's Dock.
2 6 13	Victoria Dock.

But, when practicable, weighment will also be made in the sheds into which goods are discharged. Appraisement of goods will ordinarily be made in the Docks Custom House; but, when necessary and possible without risk to the revenue, it will also be made in the sheds into which the goods are discharged.

After the goods have been examined, weighed, and assessed for duty, the importer will prepare a duty bill or triplicate copy of the bill of entry, and present it with the original to the Import Department, Town Custom House, for check and signature by the Assistant Collector. After payment of duty in the Cash Department, the original and duplicate will be presented in the Import Department for check and comparison, and the Assistant Collector's signature will be obtained on the duplicate, which will be returned to the Importer.

The Importer will then take this duplicate to the Docks Custom House for the signature of the Assistant Collector to the order that the goods are out of Customs' charge.

In the case of dutiable goods landed at the Carnac Bandar the procedure will be the same as above, except that, as far as possible, the examination, weighment, and assessment for duty will be made at that Bandar.

As regards free goods landed at the Docks and at Carnac Bandar after manifest and index numbers have been taken at the Town Custom House, the bill of entry will be taken to the Docks for completion after such examination as may be considered necessary. In the case of free goods landed at other Bandars, the bills of entry will be completed at the Town Custom House.

In the case of vessels discharging in the stream, dutiable goods must, for the present, be landed at the Carnac Bandar. When the Town Bandar is opened it will be optional with the importer to land dutiable goods at the Town or Carnac Bandar, with the exception of wines and spirits which must be landed at the Carnac Bandar only.

J. M. CAMPBELL, Collector of Customs.

BOMBAY CHAMBER OF COMMERCE, 15*th March* 1894.

J. M. CAMPBELL, Esq., C.S., C.I.E., Collector of Land Revenue, Customs and Opium, Bombay.

SIR,—I have submitted to the Committee of the Chamber your letter No. C-1932 of 5th instant, and the notices which accompanied same have been circulated to members with the object of obtaining their views as to the proposed procedure.

2. The Committee are pleased to observe that you are prepared to re-introduce the permanent deposit system, but with reference to that they do not see why payments against same should have to be made before 1 p.m. on ordinary days and noon on Saturdays, when payment of duty will be received up to 3 p.m. and 12-30 p.m.

respectively. Unless some very special reasons exist for the adoption of the earlier hours in the case of deposits, my Committee consider ordinary cash hours should be observed all round.

3. Some of the members of the Chamber also strongly advocate that arrangements should be made to permit of cash being received and the entire work of entering and clearing goods being effected at the Docks so as to obviate the necessity which now exists of having to make two journeys between the Docks and the Custom House before goods can be cleared. This is prohibitive of entries being passed and goods cleared and brought into godown in one day which merchants think should, under better arrangements, be practicable; and the Committee would be glad to know whether you see any way to meet this requirement.—I have, &c.,

JOHN MARSHALL, Secretary.

No. C-2732 of 1894.

Bombay Custom House, 29*th March* 1894.

From J. M. Campbell, Esq., I.C.S., C.I.E., Collector of Land Revenue, Customs and Opium, Bombay; to the Secretary, Chamber of Commerce, Bombay.

Sir,—With reference to your letter dated 15th instant, I have the honour to inform you that the rule as to payments against permanent deposits being required to be made before 1 p. m. on ordinary days and before noon on Saturdays has reference to the payments of bills for goods which have already been passed under permanent deposit. This rule will in no way delay the clearance of goods. Bills of entry will be entered against permanent deposits up to the hours fixed for receiving duty. The rule is necessary in order to prevent a rush in the afternoon when the payments are heavy. It would cause delay in receiving duty on goods on which duty is paid before the goods are allowed to pass if payment of duty on goods already passed under permanent deposit were received at the same time.

2. As regards the suggestion in the 3rd para. of your letter under reply that the entire work of entering and clearing goods should be done at the Docks, I would point out that this would include the transfer to the Docks of the entering of vessels and the grant of port-clearance. In other words the whole work of the Custom House would have to be transferred to the Docks, a proposal which I agree with the Chamber's letter of the 27th November 1890 would prove a serious inconvenience to the bulk of the trade of Bombay.

3. If, however, the suggestion is limited to the taking at the Docks of duty on all goods landed at the Docks, I would remark that the Permanent Deposit System saves the double journey between the Docks and the Custom House. Under the Permanent Deposit Procedure the amount of duty will be entered against the Deposit in the Cash Department after General Manifest and Index numbers have been obtained in the Import Department on the bill of entry, and the goods will be passed from the Docks without further reference to the Town Custom House.

4. I am aware that for certain traders the Fort is not the centre of business and also that for certain traders a permanent deposit is not a convenient arrangement. Certain of the constituents of Messrs. Shepherd and Co's steamers are a case in point. If no exemption of import duties on goods raised in British territory and passed through Goa had been granted by Government and if no free customs arrangement can be completed with the so called foreign ports of Kathiawar and Kachh, I incline to think that some special procedure may be necessary to meet the requirements of the steam coasting traffic. If, however, the difficluty with the Kathiawar and Kachh ports can be removed as satisfactorily as the Goa difficulty has been removed, Messrs. Shepherds and other steam coast traffic will be practically duty free and the arrangements in force before the passing of the Tariff Act can be resumed.

5. This question of cash payments is a difficult one. No opinion can, I venture to think, be safely hazarded until such changes in the course and character of trade come to light as prove that arrangements which worked well when duties were formerly in force are unsuited to the present conditions of trade.—I have, &c.,

J. M. CAMPBELL,
Collector of Land Revenue, Customs and Opium.

No. C-2731 of 1894.

Bombay Custom House, 29*th March* 1894.

From J. M. Campbell, Esq., I.C.S., C.I.E., Collector of Land Revenue, Customs and Opium, Bombay; to the Secretary, Chamber of Commerce, Bombay.

Sir,—I have the honor, in continuation of my letter, No. C-1932, dated the 5th instant, to forward herewith 50 copies of "Procedure for the clearance of imports under permanent deposit system," and to request you will be so good as to circulate them to members of the Chamber.—I have, &c.,

A. M. T. JACKSON,
For Collector of Land Revenue, Customs and Opium.

PROCEDURE FOR THE CLEARANCE OF IMPORTS UNDER PERMANENT DEPOSIT SYSTEM.

After Import General Manifest and Index numbers have been obtained on the original and duplicate bill of entry in the Import Department, Town Custom House, the original, in which the full value of the goods and the rate of duty chargeable must be noted by the importer, will be presented in the Cash Department.

The Cashier will endorse on the original bill of entry the words, "Entered in Permanent Deposit (Rs. 500)," or as the case may be, the amount noted being the amount calculated on the declared value at the rate of duty shown in the entry, and should always be in excess of the proper amount.

The duplicate and original bill of entry will then be taken to the Docks for examination, weighment and assessment of the goods for duty, after which the signature of the Assistant Collector will be obtained on the original entry.

The original entry with its duplicate and the triplicate or duty bill will then be presented to a clerk for comparison and the signature of the Assistant Collector obtained on the duplicate entry: "These goods are out of Customs charge."

The original and triplicate or duty bill will be forwarded next day to the Import Department, where the bill will be checked with the entry and both documents sent to the Cash Department.

The Cash Department will then send the bills to the parties concerned, who should pay the amount of the bill within 3 days.

When the bills are paid, the number and date of the bill will be noted on the original bill of entry and the latter will be signed by the Cashier in acknowledgment of payment and returned to the Import Department.

The bill will be retained by the Cash Department and returned to the parties as at present.

The Assistant Collector at the Docks will refuse to pass any goods entered against permanent deposit when the amount noted by the Cash Department is less than the actual amount of duty by more than 10 per cent.

BOMBAY CHAMBER OF COMMERCE, 10*th March* 1894.

The SECRETARY, to the GOVERNMENT of INDIA, Legislative Department, Calcutta.

SIR,—I have the honor, by direction, to confirm the following telegram despatched to your address this morning :—

> "The members of this Chamber are practically unanimous in thinking that Cotton Goods and Yarns should not be exempted from import duty."—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER of COMMERCE, 10*th March* 1894.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I am directed to confirm the following telegram despatched to your address this afternoon :—

"A census of the opinions of the members of this Chamber shows that they are practically unanimous against the exemption of Cotton Goods and Yarns from taxation, and a general meeting of the Chamber is to be held on Tuesday next to discuss the question."—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 13*th March* 1894.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to wait upon you, for the favour of submission to His Excellency the Governor-General in Council, with a copy of the following resolution passed at a General Meeting of the Chamber held this day :—

"That this Chamber strongly protests against the action of Government in excluding Cotton Goods and Yarns from the Tariff Act, and understanding that this course has been forced upon them by the Home Government, is of opinion that the Government of India should not make this exemption a reason for curtailing normal expenditure on public works or for enforcing economies which would impair the efficiency of the administration ; and that if Government hereafter find it necessary to raise further revenue by taxation such revenue should, in the first instance, be raised by an import duty on Cotton Goods and Yarns, framed on such a basis as to be non-protective."—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 19*th March* 1894.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

SIR,—I have the honor, by direction, to confirm the following telegram despatched to your address this afternoon :—

"This Chamber respectfully submits that the levy of a 5 per cent. duty by the Bombay Customs on produce grown in British India, but forwarded *via* Marmagoa, is an unfair restriction of trade, and would ask that orders be issued exempting such produce from duty on consignees satisfying Collector, say by railway receipts, that shipments are *bona fide* exports from British Territory merely passing through Marmagoa."—I have, &c.,

JOHN MARSHALL, Secretary.

No. 94 S.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SERVICE TELEGRAM.

CALCUTTA, 24*th March* 1894.

From Calcutta, Finance, to Bombay, SECRETARY, CHAMBER of COMMERCE.

Your telegram 19th. Following sent to Government of Bombay. Begins "Government of India sanctions proposal to authorize Customs Officers at Castle Rock and Bombay by executive orders to pass free of import duty goods proved to be in transit from Bombay by steamer to Marmagao and thence by rail to British Territory and *vice versa*, subject to any specific restrictions in force affecting particular classes of goods. Ends.

BOMBAY CHAMBER of COMMERCE, 26*th March* 1894.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Calcutta.

SIR,—I am directed to confirm the telegrams exchanged as per copies appended, and at the same time to express the thanks of the Committee for the courteous promptitude with which the request of the Chamber has been met.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 2073.

MAHABALESHVAR, *5th May* 1894.

The following Notification is published for general information :—

The Government of India having approved the proposal of the Government of Bombay that goods proved to be in transit from Bombay by steamer to Marmagao, and thence by rail to British territory, and *vice versa*, shall, subject to any specific restrictions in force affecting particular classes of goods, be passed free of duty, the Commissioner of Customs, Salt, Opium and Abkari is pleased to direct as follows :

Goods on which duty has been paid in Bombay and on which no drawback has been allowed on exportation, and goods which, not having been imported at Bombay from a foreign port, are not liable to duty, may be allowed to pass free of duty at Castle Rock when re-imported from Marmagao by the West of India Portuguese Railway, subject to the following conditions :

(1) The goods must be declared for exportation from Bombay and re-importation at Castle Rock.

(2) The exporter must obtain from the Customs authorities in Bombay a certificate endorsed on the shipping bill to the effect that duty has been paid, or that duty is not leviable, as the case may be.

(3) The shipping bill so endorsed must be presented at the Customs House at Castle Rock with an application that the goods may be allowed to pass.

(4) If goods covered by one shipping bill are imported at Castle Rock from Marmagao in two or more consignments, the shipping bill must accompany the first consignment, and the application for subsequent consignments must be endorsed "Covered by Shipping Bill No. dated the , presented on the ."

(5) If there should be any doubt as to the identity of the goods duty will be levied. It will therefore be for importers to see that the goods are fully and correctly described in the shipping bills, so that they may be readily identified.

Goods from British districts exported at Castle Rock for importation at Bombay or other British port *via* the West of India Portuguese Railway and Marmagao as coming from a foreign port, which would ordinarily be liable to duty, will be admitted free of duty at the port of import subject to the following conditions :

(1) The exporter must present to the Customs Manager at Castle Rock an application in the usual form that the goods may be allowed to pass, stating the port at which the goods are to be imported.

(2) The goods will then be examined by an Inspector, and a certificate in the appended form will be given to the exporter.

(3) This certificate must be presented with the bill of entry at the Customs House at the port of import, where the goods will be examined and compared with the entries in the certificate, and if in agreement therewith will be passed, subject—

(*a*) in the case of arms and ammunition and military stores to the restrictions imposed by the Indian Arms Act XI of 1878, and the Rules framed thereunder;

(*b*) in the case of explosives to the restrictions imposed by the Indian Explosives Act IV of 1884, and the Rules framed thereunder; and

(*c*) in the case of petroleum to the restrictions imposed by the Petroleum Act XII of 1886, and the Rules framed thereunder.

Form of Certificate referred to in Rule 2 above.

Certified that the goods herein described have passed the Custom House at Castle Rock for importation at the port of.....

Description of Goods.	Number and kind of Packages.	Marks.	Weight or Quantity.	Value.
				Rs. a. p.

Customs Manager.

Inspector.

BOMBAY CHAMBER OF COMMERCE, 14*th May* 1894.

J. M. CAMPBELL, Esq., C.S., C.I.E., Collector of Land Revenue, Customs and Opium, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to represent to you the excessive and annoying delay which has been experienced by importers since the imposition of the new duties in passing their goods through the Custom House.

2. Believing that a considerable portion of the delay had its origin with the inexperience of a number of your staff and the friction necessarily attending the general re-imposition of duties which had been for a long time in abeyance, my Committee were not disposed to address you

in regard to the first complaints they received, but as the obstruction shows no signs of decreasing, and a very general expression of opinion has been made by the members of the Chamber to the Committee on the subject, I am directed to suggest that you may be pleased to give the matter your attention.

3. From the information at their disposal, the Committee are led to believe that, the delay complained of mainly rests with the Appraisers Department, and, if so, it would seem to them that an increase of the staff in that Department is called for.—I have, &c.,

JOHN MARSHALL, Secretary.

No. C.-5806 of 1894.

Bombay Custom House, *2nd June* 1894.

From J. M. Campbell, Esq., I.C.S., C.I.E., Collector of Land Revenue, Customs and Opium, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—I have the honour to acknowledge receipt of your letter of the 14th May complaining of delays in passing dutiable import goods through the Customs House. You state that the opinion among the members of the Chamber is general that Customs House delays are excessive and annoying and that they mainly rest with the Appraisers' Department.

2. As you do not favour me with references to any of the special cases complained of, I of necessity answer somewhat at a disadvantage. I confess that this complaint from the Chamber has caused me surprise. I was aware that during the first two or three weeks after the introduction of the tariff avoidable delays did occur. I felt that the absence of complaints showed consideration on the part of those who suffered from the delays. For the last six weeks I have received no complaints and understood both from official and general inquiries that the appraisers and other branches of the Custom staff were working efficiently and expeditiously. It is therefore a surprise to be told that obstructions show no sign of decreasing. The appraiser's staff is, I think, up to the requirements of their position. All the members are now able to perform their duties with intelligence and expedition. I have made special inquiries and am, I believe, correct in stating that in cases of fairly complicated consignments put through by an intelligent clerk the time taken to pass the Appraising and Inspecting Departments is generally less than a day and almost never exceeds two days. In the case of articles whose market value is unknown fa urther delay of one day is unavoidable. With increased experience such cases are gradually becoming fewer. I at one time feared I might have to move the Port Trust in the case of dutiable goods to grant an extension of

one or two grace days in addition to the seven now and formerly allowed. So far as I can judge of the despatch of work during the month of May I do not find sufficient ground for pressing such a concession.

3. Since the tariff was last in force two changes unavoidably complicate Customs work. These are the greatly increased size of steamers and the remarkable shortening of the time of unloading. Twelve years ago vessels carrying 3,000 tons of general cargo took 10 to 20 days to unload. Now steamers carrying nearly twice the cargo unload in about one-third of the time. When three or four large vessels come into port together, especially when one of them is a China steamer, the strength of the Custom House staff is overtaxed. But such excessive pressure does not occur more than once or twice in a month. Again, the list of dutiable articles is much longer under the present than under the former tariff. And at the same time the proportion of small miscellaneous consignments has greatly increased. These difficulties are unavoidable. But so far as I can judge in spite of them, were it not for difficulties of a different class the Customs work could, with rare exceptions, be performed without any actual Customs delay of more than one day or of two days at the most.

4. Your letter under reply has given me the opportunity of asking the assistance of the Chamber to removing or at least to lessening the class of avoidable difficulties to which I venture to refer. One chief cause of annoyance and delay is the class of poorly paid servant who under the name of customs clerk is entrusted with the duty of clearing goods. Ten years without duties inevitably introduced into places formerly reserved for trained clerks, an inferior class of writers and servants of muccadums. Unless the former practice of employing none but trained clerks again becomes general, no Customs staff can get through their work without the risk of serious delay. With firms who have kept up a special clerk, or who since the introduction of duties have reverted to the former practice, no avoidable difficulty, at least so far as the Customs staff is aware, has arisen. With the bulk of native traders, who at the same time are less exacting in the matter of despatch, the convenience of a trained English-knowing clerk can hardly be expected. But in the case of members of the Chamber, I would venture to express the hope that a return to the former practice in this respect may by degrees become universal.

5. Another difficulty which has developed during the past twelve years of freedom from duty and which I trust it may be possible to remove, is connected with the large consignment business now carried on by many of the leading Banks. None of the Banks have, I believe, had experience of consignment business during the days of the former tariff. They are therefore unaware of the impossibility of conforming to necessary rules without serious vexation and delay unless care is taken to have the goods cleared by some class of person more intelligent than the servants which the muccadums of the Banks now employ.

6. One point more I would venture to press as I am satisfied it is at he root of many vexatious delays, and, so far I understand, is removable. This point is the delay often of three to five days after a

consignment is landed before it is brought to the Customs House to be cleared. Delay, but less serious delay though I believe generally avoidable, also occurs in failing to remove goods from Port Trust limits so soon as they clear the Customs. These delays are doubtless sometimes due to difficulties in getting together an entire consignment More often I believe they are due to muccadums and muccadums' servants undertaking to pass more consignments than the staff at their disposal can handle.

7. Another point which I believe tends to give rise to the complaints which the Chamber reports is the delay of a large number of the members of the Chamber in taking advantage of the Deposit System. This system so greatly simplifies the Customs procedure both to the merchant and to the Customs establishment that I have been anxious to make the practice general. So far my success has been small. I should be glad to know to what the unwillingness to adopt the deposit system is due, and should welcome any suggestion which would make the arrangement more popular. I venture to think the adoption of the deposit system would, more than almost any other measure, help in removing the delays of which importers at present complain.

8. I trust that in citing these examples of serious and avoidable difficulties, I do not seem to treat the Chamber's complaint with discourtesy or to be unwilling to make an effort to expedite customs procedure in every way possible. Increased knowledge and practice and the steady clearing of doubtful tariff questions will, I trust, at an early date, secure results which will satisfy the Chamber of the desire of the Customs House that all its business should be transacted with the least possible friction or delay.—I have, &c.,

J. M. CAMPBELL,
Collector of Land Revenue, Customs and Opium.

BOMBAY CHAMBER OF COMMERCE, *27th June* 1894.

J. M. CAMPBELL, Esq., I.C.S., C.I.E., Collector of Land Revenue, Customs and Opium, Bombay.

SIR,—I am directed by the Committee to acknowledge the receipt of your letter No. C-5806 of the 2nd instant, explaining at length the reasons of any delay complained of by the members of the Chamber in the passing of import goods through the Custom House.

2. I am directed to thank you for the very full way in which you have discussed the question, and I am to say that the Committee having circulated the letter to the members of the Chamber, are now pleased to be able to inform you that a general opinion has been expressed that the causes of

delay formerly objected to have now practically disappeared. They trust also that the better information made available respecting the working of deposits will lead to a wider adoption of that system.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 30*th May* 1894.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—In a telegram dated 22nd March 1894, the Government of India were good enough to accede to the prayer of the Chamber asking that goods produced in British India and shipped to Bombay *via* Marmagoa should be exempted from duty; but in practice it is found that the onerous and stringent regulations regarding the passing of free goods through the Customs at Castle Rock have done much to restrict and nullify the privilege. Merchants are, it appears, required to submit a large declaration form (copies of which, for the information of Government, I am directed to append), and the contents and weights shown on this form have to be checked and re-checked, weighed and re-weighed, and so many regulations require to be complied with, that the Railway authorities have been obliged to impose a special terminal charge at Castle Rock of a quarter-of-an-anna per maund on all goods passing through.

2. It appears to the Committee of the Chamber that instead of this cumbersome system, it would be amply sufficient that ordinary railway invoices should be accepted instead of the declaration form; the wagons might, if it were considered necessary, be opened and the contents checked but not weighed; the invoice could then be stamped with a seal by the Inspector of Customs and the transaction so ended.

3. My Committee trust that the matter will have the early and favourable consideration of Government, as trade is being greatly restricted in the meantime.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 6303 of 1894.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 27*th July* 1894.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 30th May 1894, I am directed to state, for the information of the Chamber of Commerce, that the possibility of passing goods at Castle Rock on Railway or steamer invoices has already been considered and rejected for the reasons that an application is required by law that there must be something on the files of the Custom House to show what goods have been passed free or certified for free import at Bombay, and that it is simpler to have separate forms than to attempt to adapt the Railway and steamer forms to the requirements of the Customs Department. Government, therefore, regret that the suggestion made by the Chamber cannot be adopted. I am also to add that there appears to be some misapprehension as to the amount of trouble and formality involved in the existing procedure. In reply to enquiries on the subject, the Collector of Salt Revenue reports that of the large declaration form to which reference is made in your letter, only the first five columns supplying the minimum of information required by law, have to be filled up by the public. Each consignment is only examined once, only a percentage is weighed, and when the goods are made up in packages of uniform weight, weighments are usually dispensed with altogether. When the consignment is in order, the formalities to be observed practically begin and end with the presenting of the application filled up as described, and that may be done by the Station Master.—I have, &c.,

W. L. HARVEY, Under-Secretary to Government.

No. 9634 OF 1894.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 24*th November* 1894.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of the Resolution of the Government of India, No. 5559-S. R., dated 3rd November 1894, and to request that, as desired by that Government, you will be so good as to favour this Government, at your earliest convenience, with the opinion of the Chamber on the suitability of the definition of the term "machinery" suggested in paragraph 5 of the Resolution.—I have, &c.,

G. S. CURTIS, Under-Secretary to Government.

APPENDIX B.

No. 5559-S. R.

RESOLUTION.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Customs.

SIMLA, *3rd November* 1894.

READ—

Resolution in the Finance and Commerce Department, No. 873, dated 31st May 1881.

Resolution in the Finance and Commerce Department, No. 3172, dated 25th June 1894.

Letter from the Government of Bombay, No. 5964, dated 13th July 1894.

In the letter from the Government of Bombay read in the preamble, the orders of the Government of India are requested on proposals made by the Collector of Customs, Bombay, for the adoption of some general principle for the guidance of Customs officers in differentiating between machines and machinery for the purpose of the levy of duty under the Indian Tariff Act.

2. The question has more than once engaged the attention of Government in connection with the working of former Tariff Acts. It was considered very fully in 1880 in view to the removal of the great diversity of practice which prevailed in the Custom-houses at that time in the classification of articles as machines (hardware) and machinery. On the suggestion then made that Government should either issue a general definition as to articles which should be deemed machinery, or frame an authoritative list of articles to be passed free as machinery, the decision arrived at, as stated in the Resolution of the 31st May 1881 read above, was as follows :—

These reasons have led the Government of India to the conclusion that neither a definition of machinery, nor a list of articles which should be exempted under that head, can be issued which would not be open to objection as including or excluding much which the law and the Government of India do not intend to include or exclude, as the case may be. The only feasible course to adopt is that local officers should exercise their discretion in determining what articles should be passed free as " machinery," bearing in mind the distinction between " machinery " and " machines " or articles so named, doubtful points being referred, as hitherto, to the Government of India.

3. The Government of India are still of opinion that it is practically impossible to frame in general terms a definition of machinery which would not be open to the objections expressed in 1881 and still leave much opening for doubt and discussion. It may be possible,

however, by supplementing a general definition by particular limitations, to lessen to a material extent the occasions for doubt; and in view of the difficulties experienced by Customs officers and the complaints by importers it is expedient that the question should again be fully considered.

4. It appears to the Government of India that the principle of imposing indirect taxation in the form of import duties for revenue purposes having been accepted, no reasonable claim can be urged for the exemption from duty of articles of common domestic use merely because they are called machines, articles, for instance, like coffee-grinding machines, which are found in every household, or sodawater machines. But a fair claim can be made for the exemption of machinery which represents fixed capital directly employed in the productive industries of the country. Any definition which failed to bring out this distinction clearly would obviously be defective.

5. The following definition has been suggested to the Government of India as substantially meeting the necessary conditions. It is both general and specific, and, while the specification has been so framed as to include all important industries now existing in India, it also contains a proviso enabling Government to add to the list:—

Machinery, meaning machines or sets of machines which are worked by electric, steam water, or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving parts; and the term includes all such machines or sets of machines intended for—

(*a*) the pressing, spinning, and weaving of cotton, jute, silk, wool, or other fibres;

(*b*) the smelting of iron-ore and manufacture of iron;

(*c*) the manufacture of leather, paper, sugar, indigo, soap, gas, and flour;

(*d*) the milling of rice;

(*e*) the drying and rolling of tea;

(*f*) the pulping of coffee;

(*g*) printing presses;

(*h*) foundries and workshops of iron and other metals;

(*i*) the refining of petroleum;

(*j*) mining, navigation, and agriculture;

(*k*) any other manufacturing or other industry that may be specified from time to time by the Governor General in Council;

Provided that the term does not include tools or implements.

6. On the suitability of this definition, which will require legislation to give it effect, the Governor-General in Council desires to be favoured with an expression of the opinion of His Excellency the Governor in Council, His Honour the Lieutenant-Governor, the Chief Commissioner, and of the Madras, Bombay, Bengal, Upper India, Rangoon

Chambers of Commerce. As it is desirable to consider, as soon as possible, the questions that have been raised, it is requested that the Chamber of Commerce may be consulted and an answer sent with the least possible delay.

ORDER.—Ordered, that copy be forwarded to the Governments of Madras, Bombay, Bengal, and the North-Western Provinces and Oudh, and to the Chief Commissioner of Burma.

J. E. O'CONOR, Asst. Secy. to the Govt. of India.

BOMBAY CHAMBER OF COMMERCE, *8th January* 1895.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 9634 of 24th November 1894, and to say that the alterations which the Chamber would have desired to see inserted in the definition of machinery under the Tariff Act have been covered by the amendment of that Act recently passed by the Legislative Council of the Government of India, and they do not, therefore, desire at present to make any further representation on the subject.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 10381 OF 1894.

REVENUE DEPARTMENT,

BOMBAY CASTLE, *17th December* 1894.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—Under instructions from the Government of India, I am directed to forward herewith, for the information of the Chamber, copies of the papers noted in the margin, regarding imposition and levy of certain duties on cotton goods.

Bills and Statements of Objects and Reasons, together with copies of Mr. Westland's speech.

2. I am to request that you will be so good as to ask the Chamber to favour Government with their remarks on the Excise Duty Bill which should reach this office before noon on Wednesday.—I have, &c.,

G. S. CURTIS, Under-Secretary to Government.

No. 6174.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.
SERVICE TELEGRAM.

CALCUTTA, 17*th December* 1894.

From Calcutta, Finance, to CHAMBER of COMMERCE, Bombay.

Cotton Duties and Tariff Amendment Bills and connected papers were despatched to local Government on Friday and Saturday, and on arrival can be obtained from local Government on application.

BOMBAY CHAMBER OF COMMERCE, 20*th December* 1894.

The SECRETARY to the GOVERNMENT OF INDIA, Department of Finance and Commerce, Calcutta.

SIR,—I am directed to acknowledge receipt of your telegram dated 17th instant, reading :—

> "Cotton Duties and Tariff Amendment Bills and connected papers were despatched to local Government on Friday and Saturday, and on arrival can be obtained from local Government on application"

and to confirm the following message despatched to your address yesterday evening :—

> "The majority of the Committee of this Chamber are of opinion that if an excise duty on Indian-made goods and yarns be imposed, the figures published by the Bombay Millowners' Association show that it should only be on yarns over 24s. The Committee would also beg to call attention to the complicated and unworkable character of the rules under section 20 for obtaining drawbacks on exports of woven fabrics and to the desirability of altering that section so as to permit of drawbacks being obtained on exports of colored yarn, hosiery, sewing thread, &c."—I have, &c.,

JOHN MARSHALL, Secretary.

GOVERNMENT OF INDIA.
LEGISLATIVE DEPARTMENT.
SERVICE TELEGRAM.

21*st December* 1894.

From Calcutta, Legislative, to Bombay, CHAMBER of COMMERCE.

Select Committee on Tariff Bill now before Council will be glad to learn before 11 a.m. on Wednesday, 26th instant, whether your Chamber have any objections to Tariff valuations.

BOMBAY CHAMBER OF COMMERCE, 26*th December* 1894.

The SECRETARY to the GOVERNMENT OF INDIA, Legislative Department, Calcutta.

SIR,—I am directed to acknowledge the receipt of your telegram of 21st instant, reading as follows :—

> "Select Committee on Tariff Bill now before Council will be glad to learn before 11 a.m. on Wednesday, 26th instant, whether your Chamber have any objections to Tariff valuations."

and to confirm my message, in reply, dated 24th idem, as under :—

> "Committee regret that owing to suspension of business for holidays, they have been unable to discuss tariff so exhaustively as they would have desired, and must defer fuller expression of views until they have had adequate time for consideration. Meanwhile would respectfully suggest following alterations :—
>
> Sugar, crystallized, beet, reduce from fourteen to twelve rupees. Mauritius, owing to impossibility of distinguishing classes, should be all one class at ten rupees. Yellow metal, reduce from 44 to forty rupees. Cotton twist and yarn, reduce medio half-anna per pound all round; mule and water to be taken together under same classifications and at same valuations as mule, as insuperable difficulty exists in distinguishing respective descriptions, while cost of manufacture is practically the same. Ivory, Elephants' Tusks, reduce valuations hundred rupees."—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 27*th December* 1894.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter (with accompaniments) No. 15381 of the 17th and No. 15384 of the 18th instant, and to say that in res-

ponse to direct telegraphic enquiries from the Government of India, the following telegrams have been despatched to them direct, which render it unnecessary to address the Government of Bombay on the subject :—

(1) Telegram to the Government of India, Department of Finance and Commerce, dated 19th December 1894. :—

> "The majority of the Committee of this Chamber are of opinion that if an excise duty on Indian-made goods and yarns be imposed, the figures published by the Bombay Millowners' Association show that it should only be on yarns over 24s. The Committee would also beg to call attention to the complicated and unworkable character of the rules under Section 20 for obtaining drawbacks on exports of woven fabrics and to the desirability of altering that section so as to permit of drawbacks being obtained on exports of colored yarn, hosiery, sewing thread, &c."

(2) Telegram to the Government of India, Legislative Department, dated 24th December 1894. :—

> "Committee regret that owing to suspension of business for holidays they have been unable to discuss tariff so exhaustively as they would have desired, and must defer fuller expression of views until they have had adequate time for consideration. Meanwhile would respectfully suggest following alterations :—Sugar, crystallized, beet, reduce from fourteen to twelve rupees. Mauritius, owing to impossibility of distinguishing classes, should be all one class at ten rupees. Yellow metal, reduce from 44 to forty rupees. Cotton twist and yarn, reduce medio half-anna per pound all round; mule and water to be taken together under same classifications and at same valuations as mule, as insuperable difficulty exists in distinguishing respective descriptions, while cost of manufacture is practically the same. Ivory, Elephants' Tusks, reduce valuations hundred rupees."—I have, &c.,

JOHN MARSHALL, Secretary.

AN ACT TO AMEND THE INDIAN TARIFF ACT, 1894.

(No. XVI OF 1894.)

Whereas it is expedient to amend the Indian Tariff Act, 1894; It is hereby enacted as follows :—

Substitution of new Schedules for Schedules II to V of Act VIII of 1894.

For Schedules II to V, both inclusive, appended to the said Act, the schedules appended to this Act shall be substituted.

SCHEDULE II—(IMPORT TARIFF).

ARMS AMMUNITION AND MILITARY STORES,

including also any articles, other than those included in Nos. 1 to 12 of this Schedule, which are "arms" within the meaning of the Indian Arms Act, and any articles which the Governor-General in Council may, by Notification in the *Gazette of India*, declare to be "ammunition" or "military stores" for the purposes of this Act.

	Names of Articles.	Duty. Rs.	a.
1.	Firearms other than pistols, including gas and air guns and rifles, for each	50	0
2.	Barrels for the same, whether single or double, for each.	30	0
3.	Pistols, for each	15	0
4.	Barrels for the same whether single or double, for each.	10	0
5.	Springs used for firearms, including gas and air guns and rifles, for each	8	0
6.	Gunstocks, sights, blocks and rollers, for each... ...	5	0
7.	Revolver-breeches, for each cartridge they will carry...	2	8
8.	Extractors, nippers, heel-plates, pins, screws, tangs, bolts, thumb-pieces, triggers, trigger-guards, hammers, pistons, plates and all other parts of a firearm (including a gas and air gun or rifle) not herein otherwise provided for, and all tools used for cleaning or putting together or loading the same, for each.	1	8
9.	Machines for making, loading, or closing cartridges, for each	10	0
10.	Machines for capping cartridges, for each	2	8

Exception I—Articles falling under the 5th, 6th, 8th, 9th or 10th head of the foregoing list, when they appertain to a firearm falling under the 1st or 3rd head, and are fitted into the same case with such firearm, are free.

Exception II—The following are also free, namely :—

(*a*) Arms forming part of the regular equipment of an officer entitled to wear diplomatic, military, naval, or police uniform;

(*b*) a sword, a revolver, or a pair of pistols, when accompanying an officer of Her Majesty's Regular Forces, or a commissioned officer of a volunteer corps, or certified by the commandant of the corps to which such officer belongs, or, in the case of an officer not attached to any corps, by the officer commanding the station or district in which such officer is serving, to be imported by the officer for the purposes of his equipment;

(*c*) swords and revolvers which are certified by an Inspector-General of Police to be part of the ordinary equipment of members of the Police force under his charge;

(*d*) swords forming part of the equipment of native commissioned officers of Her Majesty's Army;

(*e*) swords for presentation as army or volunteer prizes;

(*f*) arms, ammunition and military stores imported with the sanction of the Government of India for the use of any portion of the military forces of a Native State in India which may be maintained and organised for Imperial Service.

(*g*) Morris tubes and patent ammunition when imported by officers commanding British and Native regiments or volunteer corps, for the instruction of their men.

Proviso 1—No duty in excess of ten per cent. *ad valorem* shall be levied upon any of the articles numbered 1 to 10 in the foregoing list when they are imported in reasonable quantity, for his own private use, by any person lawfully entitled to possess the same.

Proviso 2—When any articles which have been otherwise imported, and upon which duty has been levied or is leviable under numbers 1 to 10 are purchased retai from the importer by a person lawfully entitled as aforesaid, in reasonable quantity for his own private use, the importer may apply to the Customs-Collector for a refund or remission (as the case may be) of so much of the duty thereon as is in excess of ten per cent. *ad valorem*; and if such Collector is satisfied as to the identity of the articles, and that such importer is in other respects entitled to such refund or remission, he shall grant the same accordingly.

		Tariff valuation.	Rate of Duty.
		Rs. a.	
11.	Gunpowder, common, per lb. ...	0 5	10 per cent.
	„ sporting, „ ...	1 0	
12.	All other sorts of arms, ammunition, and military stores	*ad valorem.*	

SCHEDULE III—(IMPORT TARIFF).

LIQUORS, OPIUM, SALT, AND SALTED FISH

No.	Names of Articles.	Per	Rate of Duty.
1	LIQUORS—		Rs. a.
	Ale, beer, and porter...	Imperial gallon or six quart bottles.	0 1
	Cider and other fermented liquors		
	Liqueurs	„ ...	6 0
	Spirit intended to be used exclusively in arts or manufactures, or in chemistry, and which has been rendered effectually and permanently unfit for human consumption.	*ad valorem*	Five per cent.
	Spirit when used in drugs, medicines, or chemicals in a proportion of less than twenty per cent. of spirit of the strength of London proof.		
	Spirit when so used in a proportion of twenty per cent., and upwards.	Imperial gallon or six quart bottles of the strength of London proof.	6 0 and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof.
	Spirit, perfumed, in wood or in bottles	Imperial gallon or six quart bottles.	8 0
	Spirit, other sorts	Imperial gallon or six quart bottles of the strength of London proof.	6 0 and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof.

SCHEDULE III—(IMPORT TARIFF)—*continued.*

LIQUORS, OPIUM, SALT, AND SALTED FISH—*continued.*

No.	Names of Articles.	Per	Rate of Duty.
			Rs. a.
	Wines—		
	Champagne and all other sparkling wines not containing more than 42 per cent. of proof spirit.	Imperial gallon or six quart bottles.	2 8
	All other sorts of wines not containing more than 42 per cent. of proof spirit.	„ ...	1 0
	Provided that all sparkling and still wines containing more than 42 per cent. of proof spirit shall be liable to duty at the rate applicable to spirit, other sorts.		
2	OPIUM, not covered by a Government pass	ser of 80 tolas ...	24 0
3	SALT	Indian maund of 82⅔ lb. avoirdupois weight.	The rate at which excise duty is for the time being leviable on salt manufactured in the place where the import takes place.
4	SALTED FISH, wet or dry	...	Such rate or rates of duty not exceeding twelve annas, as the Governor-General in Council may, by notification in the *Gazette of India*, from time to time prescribe.

SDHEDULE IV—(IMPORT TARIFF).

GENERAL DUTIES.

No.	Names of Articles.	Per.	Tariff Valuation. Rs. a.	Duty.
	ANIMALS, LIVING.			
1	HORSES, CATTLE, SHEEP, and all other living animals of all kinds	.....	.....	*Free.*
	ARTICLES OF FOOD AND DRINK.			
2	COFFEE	cwt.	70 0	Five per cent.
3	FRUITS AND VEGETABLES, except fresh fruits and vegetables not separately enumerated, which are free—			
	Almonds without shell...	,,	48 0	,,
	,, in the shell	,,	15 8	,,
	Cashew or cajoo kernels	,,	12 0	,,
	Cocoanuts	thousand	35 0	,,
	,, kernel (khopra)	cwt.	11 0	,,
	Currants, European, in cases	,,	10 0	,,
	,, ,, in cans	,,	22 0	,,
	,, Persian	,,	14 0	,,
	Dates, dry, in bags	,,	5 8	,,
	,, wet ,, ...	,,	4 0	,,
	,, ,, in pots and boxes	,,	8 8	,,
	Figs, Persian, dried	,,	8 0	,,
	Garlic	,,	5 0	,,
	Hops	.....	...	*Free.*
	Pistachio nuts	cwt.	32 0	Five per cent.
	Prunes, Bussora (alu-Bokhara)	,,	20 0	,,

	Raisins, black	cwt.	10 0	Five per cent.
	„ Kishmish, Persian Gulf and Red Sea	„	15 0	„
	„ Munakka, Persian Gulf and Red Sea	„	9 0	„
	„ Other sorts	.....	*ad valorem.*	„
	Walnuts...	cwt.	10 0	„
	All other sorts of fruits and vegetables	.....	*ad valorem.*	„
4	GRAIN AND PULSE, including broken grain and pulse, but not including flour	.....	.....	*Free.*
5	MINERAL AND AERATED WATERS, and all unfermented and non-alcoholic beverages	.....	*ad valorem.*	Five per cent.
6	PROVISIONS, OILMAN'S STORES, AND GROCERIES—			
	Bacon in canvas and cans, jowls and cheeks	lb.	0 14	„
	Beef and Pork	tierce of 3 cwt.	100 0	„
		barrel of 2 cwt.	75 0	
		cwt.	50 0	„
	Biche de mer	lb.	1 0	„
	Butter	„	0 14	„
	Cheese	box of six jars.	5 8	„
	China preserves	lb.	0 5	„
	„ fruit preserves, dry candied	cwt.	5 0	„
	Cocum	„	100 0	„
	Fish-maws	barrel or sack of 200 lb.	20 0	„
	Flour	cwt.	40 0	„
	Ghi	.....	*ad valorem.*	„
	Groceries not otherwise described	lb.	0 14	„
	Pork hams	cwt.	8 8	„
	Sago	„	40 0	„
	Shark-fins	„	25 0	„
	Singally and sozille	cwt.	9 8	„
	Tapioca	Imperial gallon.	1 0	„
	Vinegar, European, in wood	„	1 8	„
	„ Persian	„	0 6	„
	„ country	.....	*ad valorem.*	„
	All other sorts of provisions, oilman's stores and groceries			

SCHEDULE IV—(IMPORT TARIFF)—*continued.*

GENERAL DUTIES—*continued.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	ARTICLES OF FOOD AND DRINK—*continued.*		Rs. a.	
7	SPICES—			
	Betelnuts—Goa	cwt.	17 0	Five per cent.
	„ —in the husk	thousand.	2 0	„
	„ —all other sorts	.....	*ad valorem.*	„
	Cardamoms, Ceylon	cwt.	150 0	„
	Chillies, dry	„	11 0	„
	Cloves	„	20 0	„
	„ stems and heads	„	4 0	„
	„ in seeds, nariavang	„	8 8	„
	Ginger, dry	„	16 0	„
	Mace	lb.	1 8	„
	Nutmegs	„	1 0	„
	„ in shell	„	0 8	„
	Pepper, black	cwt.	16 0	„
	„ long	„	7 0	„
	„ white	„	30 0	„
	All other sorts of spices	.....	*ad valorem.*	„
8	SUGAR, China, candy	cwt.	20 0	„
	„ loaf	„	21 0	„
	„ crystallized, beet	„	13 0	„
	„ „ and soft, from China	„	13 0	„
	„ „ „ „ from Mauritius	„	11 0	„
	„ soft or raw other than from Mauritius or China ...	„	10 0	„
	„ All other sorts, including saccharine produce of all kinds and confectionery	.....	*ad valorem.*	„

9	Tea, black	lb.	0 8	Five per cent.
	„ green	„	0 12	„
	CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS.			
10	Chemical Products and Preparations—			
	Acid, sulphuric	lb.	0 2	„
	Alkali, country (sajji-khàr)	cwt.	1 8	„
	Alum	„	5 0	„
	Arsenic	„	21 8	„
	„ China mansil	„	17 0	„
	Bicarbonate of soda	„	7 0	„
	Copperas, green	„	3 0	„
	Explosives, namely, blasting gelatine, dynamite, roburite, tonite, and all other descriptions	.....	*ad valorem.*	„
	Sal ammoniac	cwt.	37 0	„
	Sulphate of copper	„	15 8	„
	Sulphur (brimstone), flour...	„	6 0	„
	„ („), roll	„	5 12	„
	„ („), rough	„	4 8	„
	All other sorts of chemical products and preparations, including saltpetre and borax	.....	*ad valorem.*	„
11	Drugs, Medicines, and Narcotics—			
	Aloes, black	cwt.	14 0	„
	„ Socotra	„	30 0	„
	Aloe-wood	lb.	6 0	„
	Asafœtida (hing)	cwt.	65 0	„
	„ coarse (hingra)...	„	21 0	„
	Atory, Persian	„	15 0	„
	Banslochan (bamboo camphor)	lb.	0 4	„
	Brimstone (amalsara)	cwt.	50 0	„
	Calumba or Colombo root	„	7 0	„

SCHEDULE —(IMPORT IV TARIFF)—*continued.*

GENERAL DUTIES—*Continued.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	CHEMICALS, DRUGS, MEDICINES AND NARCOTICS, AND DYEING AND TANNING MATERIALS —*continued.*		Rs. a.	
11	DRUGS, MEDICINES, AND NARCOTICS—*continued.*			
	Camphor, Bhimsaini (barás)	lb.	70 0	Five per cent.
	„ refined, cake...	„	1 4	„
	„ crude in powder	„	0 12	„
	Cassia lignea	cwt.	22 0	„
	China root (chobchini), rough...	„	8 0	„
	„ „ „ scraped	„	17 8	„
	Cubebs	„	25 8	„
	Galangal, China	„	7 0	„
	Pellitory (akalkara)	„	40 0	„
	Peppermint crystals, from China and Japan	lb.	11 8	„
	Quinine and other alkaloids of chinchona	.....	.....	*Free*
	Salep	cwt.	80 0	Five per cent.
	Senna leaves	„	4 0	„
	Storax, liquid (rose melloes)	.....	54 0	„
	Tobacco, unmanufactured	.....	.....	*Free*
	„ manufactured	.....	*ad valorem.*	Five per cent.
	All other sorts of drugs, medicines, and narcotics, except opium (for which see Schedule III)	.....	„	„

12 DYEING AND TANNING MATERIALS—			
Alizarine dye, dry, 40 per cent.	lb.	1	Five per cent.
" " 50 "	"	1 10	"
" " 60 "	"	1 15	"
" " 70 "	"	2 2	"
" " 80 "	"	2 8	"
" " 100 "	"	2 12	"
" liquid, 10 per cent.	"	0 5	"
" " 16 "	"	0 8	"
" " 20 "	"	0 10	"
Aniline dye " indigo blue	"	0 9	"
" " dry	.....	*ad valorem.*	"
Avar Bark	cwt.	4 8	"
Buzgand (gulpista)	"	27 0	"
Cochineal	lb.	1 2	"
Gallnuts (myrabolams)	cwt.	4 0	"
" Persian	"	35 0	"
Madder or manjit	"	7 0	"
Orchilla weed	"	5 0	"
Sappan wood and root...	"	5 8	"
All other sorts of dyeing and tanning materials	.....	*ad valorem.*	"
METALS AND MANUFACTURES OF METALS.			
13 HARDWARE AND CUTLERY, including ironmongery and plated-ware, and also including machines, tools and implements to be worked by manual or animal labour, except water lifts, sugar-mills, oil-presses, and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry which the Governor-General in Council may, by notification in the *Gazette of India*, exempt, all of which are free	.....	"	"

SCHEDULE IV—(IMPORT TARIFF)—*continued.*

GENERAL DUTIES—*continued.*

No.	Names of Articles.	Per.	Tarrif Valuation.	Duty.
	METALS AND MANUFACTURES OF METALS—*contd.*		Rs. a.	
14	MACHINERY, namely, prime-movers, and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam-rollers, fire-engines and other machines in which the prime-mover is not separable from the operative parts... ...			
	„ (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire, or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving parts; and which are intended for—			
	(*a*) the preparing, ginning, pressing, spinning, weaving, sewing, knitting, bleaching and dyeing of cotton, jute, hemp, silk, wool, or other fibres and any other process intervening between the raw material and the finished product as packed ready for the market;	.....	.....	*Free.*
	(*b*) the smelting and milling of iron and other metallic ores and the manufacture of iron, steel, and other metals;			
	(*c*) the manufacture of leather, sugar, indigo, silk, paper, soap, gas, oil, flour, cordage, rope and twine;			
	(*d*) the milling of rice;			

	(*e*) the drying and rolling of tea. (*f*) the pulping of coffee ; (*g*) printing presses ; (*h*) foundries and workshops of iron and other metals ; (*i*) railway workshops ; (*j*) the refining of petroleum, and the manufacture of vegetable oils ; (*k*) the crushing of bones and bricks ; (*l*) the manufacture of lac ; (*m*) potteries ; (*n*) sawmills ; (*o*) mining, navigation, agriculture and pumping ; (*p*) such other manufactures and industries as the Governor-General in Council may from time to time specify : Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery [and are, owing to their shape or to other special quality, not adapted for any other purpose.] *Note.*—Machinery and component parts thereof made of substances other than metal are included in this entry.	.....	.....	*Free.*
	Machinery and component parts thereof not included in the foregoing exemptions	.....	*ad valorem.*	Five per cent.
15	METALS, unwrought and wrought, and articles made of metals—			
	Brass, beads, ghungri, China	thousand.	0 12	,,
	,, foil or dankpana, white, 10¼ in. × 4½ in.	hundred leaves.	1 4	,,
	,, ,, ,, coloured, 10¼ in. × 4½ in.	,,	1 12	,,
	,, old...	cwt.	26 0	,,
	,, sheets, flat, or in rolls, very thin	,,	100 0	,,

SCHEDULE IV—(IMPORT TARIFF)—*continued.*

GENERAL DUTIES—*continued.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	METALS AND MANUFACTURES OF METALS—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*continued.*			
	Brass, wire	lb.	0 7	Five per cent.
	„ all other sorts...	.....	*ad valorem.*	„
	Copper, Australian	cwt.	40 0	„
	„ bolt	„	50 0	„
	„ brazier's and sheets	„	45 0	„
	„ China cash	„	30 0	„
	„ Japan	„	39 0	„
	„ nails and composition nails...	„	50 0	„
	„ old	„	33 0	„
	„ pigs and slabs	„	38 0	„
	„ sheathing, plate, and raised bottoms	„	48 0	„
	„ tiles, ingots, cakes, and bricks	„	40 0	„
	„ China, white, copper-ware...	lb.	1 2	„
	„ foil or dankpana, white, 10½ in. × 4½ in..	hundred leaves.	2 6	„
	„ „ „ coloured, 10½ in. × 4½ in	„	3 3	„
	„ wire, including wire of phosphor-bronze	lb.	0 9	„
	„ all other sorts, unmanufactured and manufactured	.....	*ad valorem.*	„
	Gold bullion and coin	.....	.....	*Free.*
	„ leaf, European	hundred leaves.	3 4	Five per cent.
	Iron, anchors and cables	.....	*ad valorem.*	One per cent.
	„ angle, T, and channel	ton.	110 0	„
	„ bar, plate, and sheet, Lowmoor	„	310 0	„

„ beams, joists, pillars, girders, bridgework, and other descriptions of iron imported exclusively for building purposes	.....	*ad valorem.*	One per cent.
„ flat, square and bolt, including Scotch	ton.	94 0	„
„ galvanised sheets and ridging	cwt.	10 0	„
„ hoop, plate, and sheet, other than Swedish	ton.	122 0	„
„ nails, rose, wire, and flat-headed, rivets and washers.	cwt.	10 0	„
„ nails, clasp	„	17 0	„
„ nails other sorts, including galvanised...	.....	*ad valorem.*	„
„ nail-rod	ton.	104 0	„
„ nuts and bolts	.....	*ad valorem.*	„
„ old	cwt.	2 8	„
„ pig...	ton.	60 0	„
„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	.....	*ad valorem.*	„
„ rails, chairs, and fish-plates other than those described in No. 93	.....	*ad valorem.*	„
„ rice bowls	set of ten.	6 0	„
„ „ „	set of six.	3 0	„
„ „ „ not in sets	.....	*ad valorem.*	„
„ rod, round, other than Swedish, under half an inch in diameter	ton.	105 0	„
„ Swedish, flat, square and bolt	„	142 0	„
„ „ nail-rod	„	142 0	„
„ „ round rod, under half an inch in diameter.	„	160 0	„
„ tinned plates	.....	*ad valorem.*	„
„ wire, including fencing-wire and wire-rope, but excluding wire-netting	.....	„	„
„ all other sorts, including wire-netting	.....	„	Five per cent.
Lametta	.....	„	„
Lead, ore, galena	cwt.	12 0	„
„ pig	„	10 0	„

SCHEDULE IV—(IMPORT TARIFF)—*continued.*

GENERAL DUTIES—*continued.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	METALS AND MANUFACTURES OF METALS—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of Metals—*continued.*			
	Lead pipes	.....	*ad valorem.*	Five per cent.
	„ sheets	cwt.	12 0	
	„ „ for tea-chests	.....	.....	*Free.*
	Orsidue and brass leaves, European	lb.	1 0	Five per cent.
	„ „ „ China	„	0 12	„
	Patent or yellow metal, sheathing, sheets and bolts ...	cwt.	40 0	„
	„ „ „ old ...	„	27 0	„
	Quicksilver	lb.	1 8	„
	Shot, bird	cwt.	16 0	„
	Silver bullion or coin, except current coin of the Government of India, which is free	.....	*ad valorem*	„
	Steel, Basic, all sorts	ton	100 0	One per cent.
	„ beams, joists, pillars, girders, bridgework and other descriptions of steel imported exclusively for building purposes	.....	*ad valorem*	„
	„ hoops	ton	145 0	„
	„ nuts and bolts and nail-rods	.....	*ad valorem*	„
	„ old	.....	60 0	„
	„ pipes and tubes	.....	*ad valorem*	„
	„ plates and sheets	ton	130 0	„
	„ rails, chairs, and fish-plates other than those described in No. 93	.....	*ad valorem*	„

Steel, rivets	ton	220 0	One per cent.
„ T-bars	„	105 0	„
„ wire, excluding wire-netting...	„	140 0	„
„ wire-rope	.....	*ad valorem*	„
„ all other sorts, including wire-netting	.....	„	Five per cent.
Tin, block	cwt.	72 0	„
„ foil, China	lb.	0 12	„
„ other sorts	.....	*ad valorem*	„
Zinc or spelter, nails	cwt.	20 0	„
„ „ plates and other shapes, soft	„	18 0	„
„ „ „ „ hard	„	13 0	„
„ „ sheet or sheathing	„	19 0	„
„ „ all other sorts	.....	*ad valorem*	„
All other sorts of metals	.....	„	„
OILS.			
16 OILS—			
Cajeputi	quart	1 4	
Cassia	lb.	2 8	„
Cocoanut	cwt.	16 0	„
Earthnut	„	16 0	„
Grass	lb.	1 12	„
Jinjili or til	cwt.	16 0	„
Linseed, European	Imperial gallon	2 0	„
Otto of sorts	ounce	15 0	„
Petroleum, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosine, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat, or any other bituminous substance, or from any products of petroleum	Imperial gallon	.....	One anna.

SCHEDULE IV—(IMPORT TARIFF)—*continued.*

GENERAL DUTIES—*continued.*

No.	Names of Articles.	Per.	Tariff Valuation.	Duty.
	OILS—*continued.*		Rs.	
16	OILS—*continued.*			
	Petroleum, which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs-Collector to be intended for use exclusively for the batching of jute or other fibre or for lubricating purposes	.....	*ad valorem*	Five per cent.
	Sandalwood	lb.	7 0	"
	Whale (except spermaceti) and fish	cwt.	15 0	"
	Wood	"	25 0	"
	All other sorts of oil, including paraffin wax	"	*ad valorem*	"
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED.			
17	AMBER, AND ARTICLES MADE OF AMBER, including imitation amber	.....	*ad valorem*	
18	APPAREL, including drapery, haberdashery, and millinery, and military and other uniforms and accoutrements ; but excluding cotton-hosiery (for which see No. 44) and boots and shoes (for which see No. 70), and excluding also uniforms, and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free...	.....		

19	ART, WORKS OF, except statuary and pictures intended to be put up in a public place, which are free	.....	*ad valorem*		Five per cent.
20	ASBESTOS, AND ARTICLES MADE OF ASBESTOS not otherwise described	.....	,,		,,
21	BAGS, CASKS, BOXES, and other packages, empty, of all kinds	.....	,,		,,
22	BAMBOOS, common, grass, hay, rushes, straw, and leaves ...	.....	.....		*Free.*
23	BEADS, of all materials except glass for which see No. 58, and brass, for which see No. 15—				
	Beads, China, Ankdana	133⅓ lbs.	35	0	Five per cent.
	,, ,, Dagri	,,	30	0	,,
	,, ,, Gadgadia	,,	24	0	,,
	,, ,, Kamrakhi	,,	32	0	,,
	,, ,, Làlri	,,	44	0	,,
	,, ,, Naksi	,,	38	0	,,
	,, ,, Pakhavàji	,,	30	0	,,
	,, ,, Sulemàni	,,	34	0	,,
	All other sorts	.....	*ad valorem*		,,
24	BELTING of cotton, leather, or other material, for driving machinery	.....	.....		*Free.*
25	BONE, INCLUDING WHALEBONE, articles made of	.....	*ad valorem*		Five per cent.
26	BOOKS, printed, including covers for printed books, maps, charts, and plans, proofs, music, and manuscripts... .	.....	.....		*Free.*
27	BRISTLES AND FIBRE for brushes and brooms...	.....	.....		,,
28	BRUSHES AND BROOMS, all sorts	.....	*ad valorem*		Five per cent.
29	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks and tiles, cement of all kinds, fireclay, earthenware piping, lime, and other kinds not otherwise described ...	.....	,,		,,
30	CABINET-WARE AND FURNITURE	.....	,,		,,
31	CANDLES, paraffin	lb.	0	6	,,
	,, spermaceti	,,	0	7	,,
	,, wax	,,	1	0	,,
	,, all other sorts...	.....	*ad valorem*		,,

SCHEDULE IV—(IMPORT TARIFF)—*continued.*

GENERAL DUTIES—*continued.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*continued.*		Rs. a.	
32	CANES AND RATTANS, ARTICLES MADE OF CANE OR RATTAN, AND BASKET WORK—			
	Canes, Mallacca	dozen.	5 0	Five per cent.
	Rattans	cwt.	10 0	"
	All other sorts	.....	*ad alorem.*	"
33	CARRIAGES AND CARTS, including bicycles, tricycles, jinrikshas, Bath chairs, perambulators, trucks, wheelbarrows, and all other sorts of conveyances, and component parts thereof	.....	"	"
34	CASES (EMPTY) for spectacles, opera-glasses, jewellery, and other articles	.....	"	"
35	CELLULOID, ARTICLES MADE OF, not otherwise described ...	.....	"	"
36	CHALK, common	.....	"	"
	" French, knife and plate powder, Bath bricks, emery powder, and whiting	.....	"	"
37	CHINESE AND JAPANESE-WARE, including lacquered-ware, but excluding earthen-ware, china and porcelain (for which see No. 47)	.....	"	"
38	CLOCKS, WATCHES, and other timekeepers, and parts thereof.	.....	"	"
39	COAL, COKE AND PATENT FUEL	.....	.....	*Free.*
40	COIR, AND ARTICLES MADE OF COIR, EXCEPT CABLES AND ROPE (for which see No. 42)—			
	Yarn of all kinds	cwt.	9 0	Five per cent.

	All other sorts	.....	*ad valorem.*	Five per cent.
41	CORAL, real	.....	„	„
42	CORDAGE, ROPE, and Twine made of any vegetable fibre—			
	Coir, cables, tarred	cwt.	17 0	„
	„ rope	„	10 0	„
	Cordage, hemp, European	„	25 0	„
	„ „ Manila	„	28 0	„
	Twine, sail, European	lb.	0 9	„
	All other sorts of cordage, rope, and twine	.....	*ad valorem.*	„
43	CORK, AND ARTICLES MADE OF CORK—			
	Bottle-corks	gross	1 8	„
	Vial corks	„	0 8	„
	All other sorts	.....	*ad valorem.*	„
44	COTTON AND ARTICLES MADE OF COTTON—			
	„ raw	.....	.....	*Free.*
	„ twist and yarn—		Rs. a. p.	
	Medio, No. 40	lb.	0 9 6	Five per cent.
	„ „ 50	„	0 11 0	„
	„ „ 60	„	0 12 6	„
	and so on, one anna and-a-half being added to the valuation for every count of ten or part of a count of ten above No. 60.			
	Mule, and water No. 15 and lower numbers ...	„	0 4 6	„
	above No. 15 to No. 24	„	0 5 6	„
	„ „ 24 to „ 32	„	0 7 0	„
	„ „ 32 to „ 42	„	0 8 0	„
	„ „ 42 to „ 52	„	0 9 6	„
	„ „ 52 to „ 60	„	0 11 6	„
	„ „ 60 to „ 70	„	0 13 6	„
	„ „ 70 to „ 80	„	0 15 0	„
	and so on, one anna being added to the valuation for every count of ten or part of a count of ten above No. 80.			

SCHEDULE IV—(IMPORT TARIFF)—*continued.*

GENERAL DUTIES—*continued.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a. p.	
	OTHER ARTICLES UNMANUFACTURED AND MANUFACTURED—*continued.*			
44	COTTON AND ARTICLES MADE OF COTTON—*contd.*			
	Cotton twist and yarn—*continued.*			
	Mule, doubled, No. 15, and lower numbers... ...	lb.	0 5 6	Five per cent.
	above No. 15 to No. 24	,,	0 6 6	,,
	,, ,, 24 to ,, 32	,,	0 8 0	,,
	,, ,, 32 to ,, 42	,,	0 9 0	,,
	,, ,, 42 to ,, 52	,,	0 10 6	,,
	,, ,, 52 to ,, 60	,,	0 12 6	,,
	,, ,, 60 to ,, 70	,,	0 14 6	,,
	,, ,, 70 to ,, 80	,,	1 0 0	,,
	and so on, one anna being added to the valuation for every count of ten or part of a count of ten above No. 80.			
	Orange, red, Turkey red and other colours, all sorts.	,,	*ad valorem.*	,,
	White or bleached, doubled, all numbers	,,	0 12 0	,,
	,, Sewing-thread—			
	White and coloured, on cards containing 100 yards each, and *pro ratá* above and below ...	gross.	3 0 0	,,
	White and coloured, on reels containting 100 yards each and *pro ratá* above and below ...	,,	5 0 0	,,
	White and coloured, in balls and skeins ...	lb.	1 12 0	,,

	Note—Duty on sewing thread to be charged either on the mark or on the actual length at the option of the Collector.				
	„ Piece-goods—				
	Grey, white, and coloured	}	.....	*ad valorem.*	Five per cent.
	„ Hosiery and all other manufactured cotton goods not otherwise described	}			
45	DISINFECTING AND DEODORISING FLUID AND POWDER ...		.....	„	„
46	EARTH, common clay and sand		.....	.....	*Free*
47	EARTHENWARE (except earthenware piping, for which see No. 29), china, china clay, porcelain, and imitation or false coral		.....	*ad valorem.*	Five per cent.
48	EGGS, ostrich and other, not mounted		.....	„	„
49	EMERY PAPER AND CLOTH, AND SANDPAPER		.....	„	„
50	FANS OF ALL KINDS, except common palm-leaf fans, which are free		.....	„	„
51	FEATHERS, including bird-skins		.....	„	„
52	FIREWORKS, all sorts, including fulminating-powder ...		.....	„	„
53	FLAX, AND ARTICLES MADE OF FLAX, including linen-thread.		.....	„	„
54	FLOWERS, ARTIFICIAL, not otherwise described		.....	„	„
55	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing and other vessels...		.....	„	„
56	FUR AND ARTICLES MADE OF FUR, not otherwise described ...		.....	„	„
57	GELATINE		.....	„	„
58	GLASS, GLASS-WARE, AND FALSE PEARLS—			Rs. a.	
	Glass, China, all colours		133⅓ lbs.	32 0	„
	„ crown, coloured...		100 superficial feet.	15 0	„
	„ „ of sizes		„	6 0	„
	Pearls, false, bajria		lâkh	3 0	„
	Pearls, false, boria		thousand	0 10	„
	„ „ jauria		lâkh	6 0	„
	„ „ lolakh		thousand	0 8	„
	„ „ nathia		„	0 3	„

SCHEDULE IV—(IMPORT TARIFF)—*continued.*

GENERAL DUTIES—*continued.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*continued.*		Rs. a.	
58	GLASS, GLASS-WARE, AND FALSE PEARLS—*contd.*			
	„ „ tachia	thousand	0 8	Five per cent.
	„ „ wattanah	lakh	10 0	„
	All other sorts of glass and manufactures of glass, including false pearls and glass beads	.....	*ad valorem.*	„
59	GUMS, GUM-RESINS and articles made of gum or gum-resin—			
	Copal...	cwt.	70 0	„
	Cutch and gambier...	„	20 0	„
	Gamboge	lb.	1 4	„
	Gum Ammoniac	cwt.	15 0	„
	„ Arabic...	„	18 0	„
	„ Bdellium (common gum)	„	8 0	„
	„ Benjamin	„	40 0	„
	„ Bysabol (coarse myrrh)	„	16 0	„
	„ Olibanum or frankincense	„	11 0	„
	„ Persian (false)	„	11 0	„
	„ Kino	„	10 0	„
	Myrrh	„	33 0	„
	Rosin	„	6 0	„
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin, including caoutchouc and gutta-percha	„	*ad valorem.*	„
60	HAIR of all kinds, and articles made of hair ...	.....	„	„

61	HEMP, including Manilla hemp, and articles made therefrom (except cordage, rope, and twine, for which see No. 42). ...	.....	*ad valorem*	Five per cent.
62	HIDES AND SKINS (except raw or salted hides and skins which are free)—			
	Hides, border	each	33 0	,,
	,, buffalo	score	70 0	,,
	,, cow	,,	60 0	,,
	Skins, including parchment and vellum, gold beaters' skins, and all other descriptions	.....	*ad valorem.*	,,
63	HORN	.....	.....	*Free*
	,, articles made of, not otherwise described	.....	*ad valorem.*	Five per cent.
64	INSTRUMENTS, APPARATUS, AND APPLIANCES and parts thereof—			
	Computing, Dental, Distilling, Diving, Drawing, Educational, Electric, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (including materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts except Telegraphic instruments and apparatus when imported by or under the orders of a railway company, which are free.	.....	,,	,,
65	IVORY AND IVORY-WARE—			
	Unmanufactured—			
	Elephants' grinders	cwt.	350 0	,,
	Elephants' tusks (other than hollows, centres and points) each exceeding 20 lbs. in weight, and hollows, centres and points each weighing 10 lbs. and over...	,,	800 0	,,
	Elephants' tusks (other than hollows, centres and points) not less than 10 lbs. and not exceeding 20 lbs. each, and hollows, centres and points each weighing less than 10 lbs.	,,	680 0	,,

SCHEDULE IV—(IMPORT TARIFF)—*continued.*

GENERAL DUTIES—*continued.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*continued.*		Rs. a.	
65	IVORY AND IVORY WARE—*continued.*			
	Unmanufactured—*continued.*			
	Elephants' tusks, each less than 10 lbs. (other than hollows, centres and points)	cwt.	525 0	Five per cent.
	Sea-cow or moye teeth, each not less than 4 lbs.	,,	200 0	,,
	Sea-cow or moye teeth, each not less than 3 lbs. and under 4 lbs....	,,	185 0	,,
	Sea-cow or moye teeth, each less than 3 lbs.	,,	135 0	,,
	All other sorts, manufactured and unmanufactured ...	.....	*ad valorem.*	,,
66	JET, ARTICLES MADE OF	.....	,,	,,
67	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—			
	Silverware, plain } other than European	tola	1 0	,,
	,, embossed or chased } other than European	,,	1 4	,,
	All other sorts, except precious stones and pearls, unset, which are free	.....	*ad valorem.*	,,
68	JUTE, raw	.....	.....	*Free*
	,, articles made of	.....	*ad valorem.*	Five per cent.
69	LAC, all sorts, and articles made of lac	.....	,,	,,
70	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery	.....	,,	,,
71	MANURES of all kinds, including animal bones	.....	...	*Free*

	Marine and Naval Stores, not otherwise described ...	.....	*ad valorem.*	Five per cent.
72	Matches, all sorts	.....	,,	,,
73	Mats and Matting—			
74	Floor-matting, China and Singapore, of all sorts... ...	hundred	60 0	,,
	All other sorts, except coir-matting (for which see No. 40).	.....	*ad valorem.*	,,
	Mica and Talc, and articles made therefrom	.....	,,	,,
75	Minerals not otherwise described...	.....	,,	,,
76	Models of all descriptions	.....	,,	,,
77	Moulders' Blacking and Sand	.....	,,	,,
78	Oilcake, also bran, fodder, and cattle-food of all kinds ...	.....	...	*Free*
79	Oil-cloth and Floor-cloth, including licrusta, linoleum,			
80	and tarpaulins	.....	*ad valorem.*	Five per cent.
	Paints, Colours, Painters', Materials, and compositions			
81	for application to leather, wood, and metals—			
	Ocher, other than European, all colours	cwt.	1 8	,,
	Paints, composition...	,,	65 0	,,
	,, patent driers	,,	10 0	,,
	Prussian blue, China	lb.	0 8	,,
	,, ,, European	,,	1 0	,,
	Red lead	cwt.	14 0	,,
	Turpentine	Imperial gallon	2 0	,,
	Verdigris	cwt.	70 0	,,
	Vermilion, Canton	box of 90 bundles	95 0	,,
	White lead	cwt.	16 0	,,
	White zinc	,,	25 0	,,
	All other sorts, including glue and putty	.....	*ad valorem.*	,,
82	Paper, Pasteboard, Millboard, and Cardboard of all kinds, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs and calendars, Christmas, Easter, and other cards, including cards in booklet form, including also waste paper and old newspapers for packing.	.....	,,	,,
	,, articles made of paper and papier-mâché	.....	,,	,,

SCHEDULE IV—(IMPORT TARIFF)—*continued.*

GENERAL DUTIES—*continued.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*continued.*		Rs. a.	
83	PERFUMERY—			
	Gowla, husked and unhusked	cwt.	35 0	Five per cent.
	Kapurkachri (zedoary, China)	,,	9 8	,,
	Patch leaves (patchouli)	,,	9 8	,,
	Rose-flowers, dried	,,	16 0	,,
	Rose-water...	Per carboy, / Per 100 flasks	5 0 / 32 0	,, / ,,
	All other sorts except perfumed spirit (for which see Schedule III)	.....	*ad valorem.*	,,
84	PIPES and other implements used in the consumption of tobacco and other narcotics	.....	,,	,,
85	PITCH, TAR AND DAMMER—			
	Bitumen	.....	,,	,,
	Dammer	cwt.	5 8	,,
	Pitch, American and European	,,	7 0	,,
	,, coal	,,	2 8	,,
	Tar, American and European	,,	6 0	,,
	,, coal...	,,	3 0	,,
	,, mineral	.....	*ad valorem.*	,,
86	PLANTS AND BULBS, living, and dried for herbaria	.....	.....	*Free*
87	PLASTER OF PARIS, and articles made of plaster of Paris, not otherwise described	.....	*ad valorem.*	Five per cent.

88	PLUMBAGO, and articles made of plumbago	.....	*ad valorem.*	Five per cent.
89	PRECIOUS STONES AND PEARLS, unset	.....	.....	*Free*
90	PULP of wood, straw, rags, paper, and other materials ...	.....	.....	"
91	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones but not including paper ...	.....	.....	"
92	RAG...	.....	.....	"
93	RAILWAY MATERIAL for permanent-way and rolling stock, namely, cylinder, girders, and other material for bridges, rail, sleepers, bearing and fish-plate, fish-bolts, chairs, spikes crossings, sleeper-fastenings, switches, interlocking apparatus, brake gear, couplings and springs, signals; turn-tables, weigh bridges, engines, tenders, carriages, wagons, trollies, trucks, and component parts thereof; also cranes and water cranes and standards, wire, and other material for fencing, when imported by or under the orders of a railway company: Provided that for the purpose of this exemption "railway" means a line of railway subject to the provisions of the Indian Railway Act, 1890, and includes such tramways as the Governor-General in Council may, by notification in the *Gazette of India*, specifically include therein	.....	.....	
94	SEEDS—			
	Castor	cwt.	5 0	Five per cent.
	Cummin	"	24 0	"
	" black	"	24 0	"
	Linseed	"	7 8	"
	Methi	"	4 8	"
	Mustard, rape or sarson	"	6 0	"
	Poppy	"	8 8	"
	Quince, bihidana	"	60 0	"
	Sozira	"	24 0	"

SCHEDULE IV—(IMPORT TARIFF)—*continued.*

GENERAL DUTIES—*continued.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES UNMANUFACTURED AND MANUFACTURED—*continued.*		Rs. a.	
94	SEEDS—*continued.*			
	Til or jinjili	cwt.	7 0	Five per cent.
	All other sorts	.....	*ad volorem.*	,,
95	SHELLS AND COWRIES—			
	Chanks—large shells, for cameos	hundred.	7 0	,,
	,, white, live	,,	8 0	,,
	,, ,, dead	,,	4 0	,,
	Cowras	,,	0 10	,,
	Cowries, bazaar, common	cwt.	3 8	,,
	,, Maldive	,,	8 0	,,
	,, sankhla	,,	70 0	,,
	,, yellow, superior quality	,,	4 0	,,
	Mother-o-pearl, nacre	,,	45 0	,,
	Nakhla	,,	60 0	,,
	Tortoise-shell	lb.	10 0	,,
	,, nakh	,,	4 0	,,
	All other sorts, including articles made of shell not otherwise described	.....	*ad valorem.*	,,
96	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, steam-launches, boats, and barges, imported entire or in sections...	.....	.....	*Free.*

97	SILK AND ARTICLES MADE OF SILK—				
	Floss	lb.	7	8	Five per cent.
	Piece-goods	.....	*ad valorem.*		,,
	Raw silk—				
	Chaharam Cochin-China, and yellow Shanghai	lb.	4	8	,,
	Mathow	,,	3	4	,,
	Other kinds of China	,,	6	8	,,
	Waste and Kachra	,,	1	4	,,
	Panjam	,,	2	0	,,
	Persian	,,	5	0	,,
	Siam	,,	3	0	,,
	Produced from the tasar or other wild worm	,,	4	0	,,
	Sewing thread, China...	,,	9	0	,,
	All other sorts, including cocoons	.....	*ad valorem.*		,,
98	SIZING for cotton, paper, or any other material	.....	,,		,,
99	SOAP	.....	,,		,,
100	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals	.....	.....		*Free.*
101	SPONGE AND SPONGES	.....	*ad valorem,*		Five per cent.
102	STARCH	.....	,,		,,
103	STATIONERY, excluding paper (for which see No. 82) ...	.....	,,		,,
104	STONE AND MARBLE, and articles made of stone and marble...	.....	,,		,,
105	STRAW PLATTING, and articles made of straw, not otherwise described	.....	,,		,,
106	TALLOW AND GREASE, including stearine	cwt.	20	0	,,
107	TEA-CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk	.....	...		*Free*
108	TEXTILE FABRICS not otherwise described	.....	*ad valorem.*		Five per cent.
109	TOILET REQUISITES not otherwise described	.....	,,		,,
110	TOYS, including toy-books, and requisites for all games ...	.....	,,		,,

SCHEDULE IV—(IMPORT TARIFF)—*concluded.*

GENERAL DUTIES—*concluded.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OTHER ARTICLES, UNMANUFACTURED AND MANUFACTURED—*concluded.*		Rs. a.	
111	UMBRELLAS, COTTON, under 20 inches...	each	0 12	Five per cent.
	„ „ 20 inches and upwards...	„	1 0	„
	„ „ oiled other than European	„	0 12	„
	„ parasoles, and sunshades, all other sorts, including paper kettisals	.....	*ad valorem.*	„
112	VULCANITE AND EBONITE, articles made of, not otherwise described	.....	„	„
113	WALKING STICKS and sticks for umbrellas, parasols, and sunshades of all kinds, mounted and unmounted, driving, riding, and other whips, fishing rods and lines	.....	„	„
114	WAX and articles made of wax, excluding candles (for which see No. 31)	.....	„	„
115	WOOD AND TIMBER (except firewood, which is free), and articles made of wood not otherwise described	.....	„	„
116	WOOL, RAW	.....	.....	*Free.*
	„ articles made of, including felt	.....	*ad valorem.*	Five per cent.
117	ALL OTHER ARTICLES, manufactured or unmanufactured, not described in this Schedule	.....	„	„

SCHEDULE V—(EXPORT TARIFF).

	Names of Articles.	Rate of Duty.
	RICE, husked or unhusked, including RICE-FLOUR, but not including RICE BRAN and RICE-DUST, which are free.	Three annas per Indian maund of 82⅔ lbs. avoirdupois weight.

J. M. MACPHERSON,
Officiating Secretary to the Government of India.

THE COTTON DUTIES ACT, 1894.

(ACT No. XVII OF 1894.)

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Offences and Penalties.

25. Punishments for offences.
26. Magistrates having jurisdiction.
27. Application of section 168 of Sea Customs Act to cases of confiscation under this Act.
28. Application of certain provisions of same Act to proceedings under this Act.
29. Power to Local Government to reverse or modify orders under this Act.

Miscellaneous.

30. Power to take samples.
31. Records and accounts to be kept by millowners.
32. Provisions of section 198 of Sea Customs Act to apply to proceedings under this Act.
33. Power to make rules.
34. Certain provisions of Sea Customs Act to be incorporated in this Part.
35. Application of section 10 of Tariff Act to duties under this Act.

PART II.

INLAND CUSTOMS DUTIES.

36. Levy of duties on cotton yarns and manufactures passing into British India from foreign territory.
37. Application of provisions of Sea Customs Act as to drawback to goods taxed under this Part.

THE SCHEDULE.—TARIFF VALUES OF YARNS.

An Act to provide for the Imposition and Levy of certain duties on Cotton Goods.

WHEREAS it is expedient to impose certain duties on cotton goods; It is hereby enacted as follows:—

PRELIMINARY.

Title, extent and commencement.

1. (1) This Act may be called the Cotton Duties Act, 1894.

(2) It extends to the whole of British India ; and

(3) It shall come into force at once.

Definitions.

2. In this Act, unless there be something repugnant in the subject or context—

(1) "the Principal Act" means the Sea Customs Act, 1878 ;

(2) "Chief Customs Authority" means, in the Presidency of Fort St. George, and the territories respectively under the administration of the Lieutenant-Governors of Bengal and the North-Western Provinces and the Chief Commissioner of Oudh, the Board of Revenue ; in the Presidency of Bombay outside Sind, the Commissioner of Customs ; in Sind, the Commissioner ; in the Punjab and Burma, the Financial Commissioner ; and elsewhere, the Local Government or such officer as the Local Government may, by notification in the official Gazette, appoint in this behalf by name or in virtue of his office ;

(3) "Collector" means—

(*a*) at Calcutta, Bombay, Madras, Rangoon and Karachi, the Collector of Customs, and

(*b*) in any other place, the Collector or Deputy Commissioner of the District or such other officer as the Local Government may appoint in this behalf, and includes—

(*c*) every officer for the time being duly authorised by the Local Government to perform all or any of the duties of a Collector under this Act :

(4) "mill" means any building or place where cotton fibre is spun or otherwise converted into yarn, or where yarn is woven, or otherwise manufactured by machinery moved otherwise than by manual labour ;

(5) "warehouse" means a place licensed for the storage of goods under this Act, and includes every public or private warehouse duly appointed or licensed under section 15 or 16 of the Principal Act, or under section 2 of the Inland Bonded Warehouses Act, 1887.

(6) "yarn" means yarn wholly or partly composed of cotton fibres ; and

(7) "customs port," "foreign port," "vessel" and "Master" have respectively the meanings defined for them in the Principal Act.

Performance of duties of Customs Officers by subordinate officers.

3 The officers subordinate to a Collector shall, unless the Local Government shall otherwise so direct, for the purposes of this Act perform the duties imposed and exercise the powers conferred upon officers of Customs under the Principal Act.

PART I.

EXCISE.

Application of Sea Customs Act.

Modifications to be made in Sea Customs Act as applied to this Part.

4. In the application of the Principal Act or any particular section or sections thereof to this part the following modifications shall be made therein, namely :—

(*a*) " the owner of the goods " shall include the managing agent or other principal officer of a mill ;

(*b*) for " the bill-of-entry " or " shipping bill " shall be substituted " the return required by this Act ; "

(*c*) every reference to a warehouse, or warehousing, shall be construed as referring to a " warehouse " as hereinbefore defined.

Duties.

Imposition of duties on cotton yarns produced in British Indian mills.

5. There shall be levied and collected at every mill in British India upon all cotton yarns produced in such mill, a duty at the rate for the time being prescribed in the Indian Tariff Act, 1894, for the levy of duty in respect of cotton yarns imported by sea :

Provided that no duty shall be levied upon yarns of any count commercially known as number 20 or less :

Provided also that the Governor-General in Council may, by notification in the *Gazette of India*, exempt from duty any yarns of any count or number not exceeding 24.

Explanation.—Yarn is said to be " produced " within the meaning of this Act—

(*a*) in the case of yarn which is reeled and bundled in the mill in which it is spun—when it is so bundled ;

(*b*) in the case of yarn which is woven or otherwise manufactured in the mill in which it is spun—when it is passed out of the spinning section of the mill ;

(*c*) in any other case—when it is issued out of the premises of the mill.

Power to Governor-General in Council to fix Tariff values of such yarns.

6. (1) The Governor-General in Council may from time to time, by notification in the *Gazette of India*, fix, for the purpose of levying the said duties, tariff values of all such yarns as aforesaid or of any particular count or counts thereof, and alter any tariff values for the time being in force.

(2) In the absence of any notification under sub-section (1), the tariff values shall be those specified in the schedule to this Act.

(3) Such tariff value shall, for the purposes of this Act, be deemed to be the " real value " of the yarns to which it applies, but save as aforesaid all yarns shall be assessed under this Act at their real value as defined in section 30 of the Principal Act.

Delivery of monthly returns of yarn produced by millowners.

7. (1) The owner of every mill shall prepare and deliver, or cause to be prepared and delivered, to the Collector, on or before the fifteenth day of each month, a return of all cotton yarn produced at his mill during the preceding month, whether liable to duty or not ; and shall subscribe a declaration of the truth of such statement at the foot of such return.

(2) Unless otherwise prescribed by any rules under this Act, every such return shall state for each count or number of yarn the quantity produced during the preceding month under each of the three heads mentioned in the explanation to section 5, and in the case of dutiable yarn the real value of such yarn.

(3) Every such return shall also contain such further information and be in such form and be subject to such conditions as to verification and otherwise as may be prescribed by any rules under this Act.

(4) The first of such returns shall be made on or before the fifteenth day of February, 1895, and shall include all yarn produced since the commencement of this Act.

Assessment of duty and notice requiring payment.

8. (1) The Collector shall thereupon assess the duties, if any, payable in respect of the month to which the return relates, and unless the amount thereof is immediately tendered shall cause a notice, in such form as may be prescribed by any rules under this Act, to be served on the owner requiring him to make payment of the amount assessed within ten days of the date of service of the said notice.

(2) A notice under sub-section (1) may be served on the owner of a mill by delivering or tendering to him or his agent at his ordinary place of business a copy of the notice, or, if this cannot be conveniently done, by fixing a copy of the notice on one of the outer doors of the mill.

Application of certain sections of Sea Customs Act to assessment and recovery of duties under this Act.

9. Sections 30 to 34, 37, and 39 to 41, all inclusive, of the Principal Act, shall apply to the assessment, and recovery of the duties imposed by this Act :

Provided that the rate of duty and the tariff valuation applicable to any yarn which has not been warehoused as hereinafter provided shall be those in force at the time when the yarn was produced, and not when the return was delivered as provided by the said section 37.

Recovery of unpaid duty.

10. (1) If any duty payable under this Act is not paid within the time fixed by any such notice as aforesaid for the payment thereof, the Collector may, in lieu thereof, recover any sum not exceeding double the amount of duty so unpaid, which he shall, in his discretion, think it reasonable to require.

(2) All sums recoverable under sub-section (1) shall be recovered in the manner provided in Act II of 1886, section 30, sub-sections (1), (2) and (3), with respect to the sums therein referred to.

Warehousing.

Licensing of warehouses for storage of yarn, and fees for same.

11. (1) The Chief Customs Authority may from time to time license any room or place as a warehouse for the storage of cotton goods, and for the purposes of this Act every such place shall be deemed to be a warehouse and to have been duly licensed under the Principal Act.

(2) There shall be payable in respect of every such warehouse such and the like licensing fees and other payments as may for the time being be payable in respect of a private warehouse licensed under the Principal Act:

Provided that the Chief Customs Authority may remit the whole or any part of such fees or other payments in respect of any particular warehouse.

Permission to deposit yarn in warehouses.

12. (1) The owner of any mill may apply for leave to deposit in a warehouse any yarn in respect of which duty has become leviable under section 5 and which has not been issued out of the mill.

(2) Such application shall be in writing signed by the applicant, and shall be in such form as may be prescribed by the Chief Customs Authority.

Application to yarn so deposited of provisions of Chapter XI of Sea Customs Act.

13. All the provisions of Chapter XI of the Principal Act, so far as the same are applicable to imported goods of a similar description, shall apply to all yarn in respect of which an application has been made under section 12.

Exemption from assessment of yarn so deposited.

14. When any yarn has been deposited in a warehouse, the quantity and particulars thereof shall be specified as so deposited in the return made under section 7 for the month in which the yarn was produced, and the said yarn shall be omitted in the assessment and collection of duty.

Inspection.

Power to Collector to inspect mills, and take copies of records and accounts.

15. (1) The Collector, or any officer duly appointed by the Local Government in that behalf, shall have free access at all reasonable times during working hours to any mill.

(2) Any such officer may at any time, with or without notice to the owner, examine the working records, sale records, and accounts of any mill, and take copies of, or extracts from, all or any of the said records or accounts, for the purpose of testing the accuracy of any return, or of informing himself as to any particulars regarding which information is required for the purposes of this Act or any rules thereunder.

Information acquired to be deemed official secrets within meaning of Act XV of 1889.

16. (1) All such copies and extracts, and all other information acquired by any such officer on the inspection of any mill or warehouse, shall be regarded as strictly confidential, and shall be deemed to be official secrets.

(2) If any such officer shall disclose to any person other than a superior officer any such official secret as aforesaid without the previous consent in writing of the Chief Customs Authority, he shall be guilty of a breach of official trust, and shall, upon conviction thereof, be punishable in the manner provided by section 4 of the Indian Official Secrets Act, 1889.

(3) The restriction imposed by section 5 of the last-mentioned Act shall not apply to a prosecution for a breach of an official trust under this Act.

Export and Drawback.

Grant of certificate when dutiable yarn is to be exported to Foreign Port.

17. If any dutiable yarn is exported by sea to any foreign port before the return in respect of it has been delivered to the Collector under section 7, the owner of the mill in which it was produced may apply to the Collector at the port of shipment, who, on being satisfied that such yarn has actually been shipped for export, shall grant him a certificate stating the quantity and particulars of such yarn, and that it has actually been so shipped.

When certificate granted yarns to be exempt from duty.

18. When any certificate has been granted under section 17, the quantity and particulars of the yarn stated therein shall be specified as so shipped in the return made under section 7 for any month not later than that in which the yarn was shipped, and the said goods shall be deducted in the assessment and collection of duty.

Repayment of duties paid in case of yarns exported to foreign ports

19. When any yarn upon which duty has been paid under this Act is exported by sea from any customs port to any foreign port, such duty shall, except as otherwise herein provided, be repaid as drawback :

Provided that in every such case the yarn has not been woven into cloth or otherwise altered in character since the payment of duty, and that it is shown to the satisfaction of the Collector at the port of shipment, that the duty on the said yarn has been duly paid, and that the export is made within two years from the date of payment of the duty, or within such further time as the Chief Customs Authority on sufficient cause shown may in any case determine,

Explanation.—Yarn bleached or dyed or converted into sewing thread is not to be deemed to have been altered in character for the purposes of this proviso.

Repayment of duties in case of certain cotton fabrics exported to foreign ports.

20. (1) When any cotton fabrics manufactured in a mill in British India and composed in whole or in part of dutiable counts of yarn are exported by sea from any customs port to any foreign port, the exporter may apply to the Customs Collector at the port of shipment for the repayment as drawback of any duty which may have been paid under this Act in respect of such yarn.

(2) In every application made under sub-section (1) the applicant must state—

(*a*) the quantities and counts of yarns in respect of which drawback is claimed, the mill at which they were produced, and, as nearly as possible, the dates on which they were produced;

(*b*) the mill at which, and, as nearly as possible, the dates on which the fabric was manufactured.

When such refunds may be granted.

21. The drawback shall be allowed by the Collector if it is shown to his satisfaction—

(1) that the said fabric has been manufactured within twelve months of the date on which it is shipped for export;

(2) that the yarns in respect of which drawback is applied for have paid duty within the said twelve months.

Power to prohibit repayment of duty in case of exportation to certain ports.

22. The Governor-General in Council may, from time to time, by notification in the *Gazette of India*, prohibit the payment of drawback on the exportation of yarn or cotton fabrics to any specified foreign port.

No repayment of duty to be granted in certain cases.

23. Notwithstanding anything herein contained, no drawback shall be allowed in respect of any yarn or cotton fabrics on which duty has been paid—

(*a*) when the goods are of less value than the amount of drawback claimed, or

(*b*) when the claim is for drawback amounting to less than 5 rupees in respect of any single shipment.

Application of sections 51 and 52 of Sea Customs Act to claims under this Act.

24. Section 51 and 52 of the Principal Act shall apply to every claim for drawback under this Act.

Offences and Penalties.

Punishments for offences.

25. The offences mentioned in the first column of the following schedule shall be punishable to the extent mentioned in the second column thereof with reference to such offences respectively :—

1. Contravening any rule made under this Act,	Penalty not exceeding five hundred rupees.
2. Concealing or attempting to conceal, or knowingly permitting or procuring to be concealed, any yarn liable to duty under this Act with intent to evade payment of the duty or any part thereof.	Such yarn shall be liable to confiscation, and every person convicted of the offence shall be liable to a penalty not exceeding three times the value of the yarn.

3. Omitting to make any return required by section 7 or refusing to sign or complete the same.	Penalty not exceeding one thousand rupees.
4. Making and delivering any such return containing any statement not true to the best of the information and belief of the person making the same.	The penalty provided in the Indian Penal Code section 199, for making a false statement in a declaration.
5. Altering or falsifying any record or book of account kept in the mill with the intention of defrauding the revenue.	The penalty provided in the Indian Penal Code section 465 for the commission of forgery.
6. Omitting to keep such proper records and books of account as may be prescribed by any rule under this Act.	Penalty not exceeding five hundred rupees and a further penalty of twenty rupees for every day after the date of the conviction during which the offence is continued.
7. Omitting to make and deliver any return which by any rule under this Act ought to have been made and delivered.	Penalty not exceeding one thousand rupees.
8. Intentionally obstructing any Collector or other Officer in the exercise of any powers given under this Act.	Imprisonment for a term not exceeding six months or fine not exceeding one thousand rupees, or both.
9. If any yarn in respect of which a certificate has been obtained under section 17 or any goods on the entry of which for export drawback has been paid, are not duly exported or are unshipped or relanded at any customs port, not having been duly relanded or discharged under the provisions of the Principal Act.	Such goods together with any vessel used in the unshipping or relanding them, shall be liable to confiscation, and the master of the vessel from which such goods are so unshipped or relanded and any person by whom or by whose orders or means such goods are so unshipped or relanded or who aids or is concerned in such unshipping or relanding shall be liable to a penalty not exceeding three times the value of such goods, or not exceeding one thousand rupees.

10. If any goods are entered for drawback which are of less value than the drawback claimed.	Such goods shall be liable to confiscation.
11. If any yarn is found concealed in any place, box or closed receptacle in any mill and is not duly accounted for to the satisfaction of the Collector.	Such yarn shall be liable to confiscation.
12. If any yarn is found in any mill in excess of the quantity entered in the return or not corresponding with the statement therein contained.	Such yarn shall be liable to confiscation or to be charged with such increased duty as the Chief Customs authority may direct.
13. If when any cotton goods are passed by tale or by package any omission or misdescription thereof tending to injure the revenue be discovered.	The person guilty of such omission or misdescription shall be liable to a penalty not exceeding ten times the amount of duty which might have been lost to Government by such omission or misdescription, unless it be proved to the satisfaction of the Collector or other officer that the variance was accidental.
14. If any Collector or other Officer subordinate to a Collector does any act or is guilty of any omission in contravention of this Act or of any rule or order made thereunder; or with intent to cause injury or annoyance to any person, vexatiously and unnecessarily makes use of any power conferred upon him under this Act.	Such Collector or officer shall be liable on conviction to a fine not exceeding five hundred rupees.
15. The offences described in the Principal Act, section 167, Schedule Nos. 41—53, both inclusive, in reference to warehousing of dutiable goods.	The penalties prescribed in the same Schedule in respect of such offences respectively.

Magistrates having jurisdiction.

26. All offences against this Act may be tried summarily by a District or Presidency Magistrate or a Magistrate of the First Class.

Application of section 168 of Sea Customs Act to cases of confiscation under this Act.

27. Section 168 of the Principal Act shall apply to all cases of confiscation of goods under this Act.

Application of certain provisions of same Act to proceedings under this Act.

28. All the provisions of Chapter XVII of the Principal Act except sections 169, 170, 177, 182, 184, 185, 187, 190, 191, and 193, shall apply to all proceedings under this Act.

Power to Local Government to reverse or modify orders under this Act.

29. The Local Government may, on the application of any person aggrieved by any decision or order passed under this Act, reverse or modify such decision or order.

Miscellaneous.

Power to take samples.

30. (1) The Collector or any officer appointed under section 15 may at any time take samples of any yarn or fabric for examination or for ascertaining the count or value thereof, or for any other necessary purpose.

(2) Every such sample shall, if practicable, be restored to the owner, or, at his option, sold by the Collector and the proceeds accounted for to the owner.

Records and accounts to be kept by Millowners.

31. The owner of every mill shall keep such records and books of account as may be prescribed by any rules under this Act.

Provisions of section 198 of Sea Customs Act to apply to proceedings under this Act.

32. The provisions of section 198 of the Principal Act shall apply to all proceedings for anything purporting to have been done in pursuance of this Act.

Power to make rules.

33. (1) The Governor-General in Council may from time to time make rules under this Act—

(*a*) prescribing the form of any return required by or under this Act and the particulars to be contained therein respectively, and the manner in which the same is to be verified, and all such other conditions in respect thereof as may be necessary;

(*b*) prescribing the form of the notice to be issued by the Collector under section 8;

(*c*) regulating the inspection of mills, and the powers and duties of Collectors and other officers in respect thereof;

(*d*) regulating the provision of warehouses under this Act, and the deposit and discharge of yarn therein and therefrom, and the powers and duties of the Collector in respect thereof;

(*e*) prescribing the records and books of account to be kept by owners of mills under this Act;

(*f*) prescribing arrangements under which the requirements of section 21 shall be deemed to have been sufficiently complied with; and

(*g*) generally for carrying into effect the provisions of this Act.

(2) The application of any such rule may be confined to any place or places specified therein.

Certain provisions of Sea Customs Act to be incorporated in this Part.

34. The provisions of sections 201, 204, 205 and 206 of the Principal Act shall be deemed to be incorporated in this Part.

Application of section 10 of Tariff Act to duties under this Act.

35. The provisions of section 10 of the Indian Tariff Act, 1894, shall apply to duties on cotton goods imposed under this Act.

PART II.

INLAND CUSTOMS DUTIES.

Levy of duties on cotton yarns and manufactures passing into British India from foreign territory.

36. (1) Duties of custom shall be levied at the rates for the time being prescribed in the Indian Tariff Act, 1894, upon cotton yarn, and upon cotton manufactures of all kinds, passing into British India out of any territory declared, under the power hereinafter in this section conferred, to be foreign territory.

(2) The Governor-General in Council may, by notification in the *Gazette of India*, declare that any territory situated within or bordering on, but not forming part of, British India shall be deemed, for the purposes of this section, to be foreign territory.

(3) The Governor-General in Council may from time to time, by notification in the *Gazette of India*, prohibit or restrict the bringing of cotton yarns or cotton manufactures into British India, from any such foreign territory, or may prescribe the routes by which alone they may be brought.

(4) The provisions of section 19A of the Principal Act shall apply to all goods brought or attempted to be brought into British India in contravention of any such notification.

Application of Provisions of Sea Customs Act as to drawback to goods taxed under this Part.

37. The provisions of the Principal Act as to drawback on export shall apply to all goods upon which duty has been paid under this Part.

THE SCHEDULE.

(*See section* 6.)

TARIFF VALUES OF YARNS (PER POUND).

Description of Yarns.	Tariff Values.		
	Rs.	a.	p.
Medio, No. 40	0	9	6
„ „ 50	0	11	0
„ „ 60	0	12	6
and so on, one anna and-a-half being added to the valuation for every count of ten or part of a count of ten above No. 60.			
Mule and Water—			
above No. 20 to No. 24	0	5	6
„ „ 24 to „ 32	0	7	0
„ „ 32 to „ 42	0	8	0
„ „ 42 to „ 52	0	9	6
„ „ 52 to „ 60	0	11	6
„ „ 60 to „ 70	0	13	6
„ „ 70 to „ 80	0	15	0
and so on, one anna being added to the valuation for every count of ten or part of a count of ten above No. 80.			
Mule, doubled—			
above No. 20 to No. 24	0	6	6
„ „ 24 to „ 32	0	8	0
„ „ 32 to „ 42	0	9	0
„ „ 42 to „ 52	0	10	6
„ „ 52 to „ 60	0	12	6
„ „ 60 to „ 70	0	14	6
„ „ 70 to „ 80	1	0	0
and so on, one anna being added to the valuation for every count of ten or part of a count of ten above No. 80.			
White or bleached, doubled, all numbers....	0	12	0

J. M. MACPHERSON,

Officiating Secretary to the Government of India.

APPENDIX C.

RAILWAY EXTENSION.

No. 1497 OF 1894.

P. W. DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 27*th July* 1894.

To the CHAIRMAN of the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, herewith, a copy of a report by the Agent, Southern Mahratta Railway Company, on a proposed line of Railway on the metre gauge from Karad Road station on the Poona Branch of the Southern Mahratta Railway via the Khambharli Ghat and Chiplun to Bombay, and to request that Government may be favoured with any remarks that the Chamber may desire to make on the proposals.—I have, &c.,

R. E. DYSON,
Acting Under-Secretary to Government.

PROPOSED LINE OF RAILWAY ON THE METRE GAUGE FROM KARAD ROAD STATION ON THE SOUTHERN MAHRATTA RAILWAY, TO CHIPLUN, BOMBAY AND VINGORLA, TO BE NAMED THE BOMBAY AND KONKAN RAILWAY.

The following notes were made during an examination of the route from Karad Road, a station at mile 164¼ on the Poona Branch of the Southern Mahratha Railway, 113¾ miles from Poona, and 233 miles from Bombay. The line followed was through the town of Karad to Patan, and Helvak, down the Kumbharli Ghat on the Sahydri to Chiplun, and *via* Khed, Poladpur, Mahad, Nagothna, Pen and Panvel, to Ulva near Hog Island in Bombay Harbour.

A map of a portion of the Bombay Presidency on a scale of 8 miles to an inch shows the general direction of the proposed railway, and the sheets of the topographical maps on a scale of 1 mile to the inch illustrate the location in more detail.

During my examination of the route described, I had the advantage of being accompanied part of the way by Mr. Playford Reynolds, Superintending Engineer, and from him and the Executive Engineer of Ratnagiri Mr. Dashwood, I received every assistance in the way of sections and information.

2. From Karad Station to Karad there are no difficulties whatever; the Kistna can be crossed above its junction with the Koyna, and the station placed near the bridge over the latter river which will connect it with the town. The bridge should be of stone with 50 or 60 ft. span, arches; it would be about 600 ft. long, and would probably cost Rs. 1,40,000. Karad which now contains 12,086 people, is of some importance at present, as the centre of trade from the Koyna, and adjacent valleys, where ground-nuts, jagree, &c., are collected before despatch to Karad station; the quantity of jagree which now takes to the rail here is trifling compared with the amount produced, and which would go to the coast by rail: most of it goes by cart to Chiplun as it requires careful carriage. The cart rate is from 6 to 8 rupees, and carts would be entirely driven off the road when the through rate to Bombay by rail would be Rs. 8-14-0 per ton against Rs. 12-2-0, the present cart and sea rate. Most of the ground-nuts produced now go to Karad Road Station.

3. The Railway would follow the course of the Koyna River to Helvak where it would cross over a stone bridge of six or eight 50 ft. spans, and would then continue up a valley to the summit of the Kumbharli Ghat.

4. The Koyna valley is physically the most surprising one I have ever seen; one would expect, when following up the course of a river towards the crest of the Western Ghats, to find a considerable rise, but I was astonished to find that in the 33 miles from Karad to Helvak the difference in level is only 37 ft: from Adul to Helvak a distance of 18 miles the fall of the river is only 20 ft: this can be seen by referring to the topographical map of the district. There would be no difficulty in making a line to Helvak; but, for three miles beyond it, to the submit of the ghat, the alignment would require care, and it would at places be necessary to keep close to the river, and to build revetment walls.

5. I estimate the cost of the 23 miles from Karad Station to Patan at Rs. 50,000 per mile, and from Patan to the ridge at Rs. 60,000 per mile, exclusive of the bridges over the Kistna, and Koyna which would cost Rs. 1,40,000 and Rs. 80,000 respectively.

6. When locating a railway up the Koyna valley the question arises as to which side of the valley is the better to choose, but a little consideration shows, I think, that the northern or left bank of the river should be followed. The drainage to be crossed is apparently less on the left bank; the population and trade are evidently there, and in the valleys to the north. The ground over which the line has to be located on the northern side would also, I think, be easier on the whole.

7. The descent from the crest of the Kumbharli ghat which I estimate is 2,300 ft. above the sea, is, as may be imagined, a question which cannot be solved by making a simple reconnaissance of the country: the place must first be examined with the utmost care by an expert in mountain engineering, assisted by a number of surveyors, who would be employed in finding the exact differences of level on

every possibly line. These investigations should first be made in order to prove that a line could be made at all, at a reasonable cost, and afterwards the details of the line or lines selected would be worked out.

8. At present I see that a good broad road with gradients varying from 1 in 20, to 1 in 30, or an average grade of about 1 in 25, has been made at the comparatively small cost of less than Rs. 34,000 a mile, and noting the long descending spur south of the road at the other side of the main valley, and also a possible alignment to the head of the Kumbharli valley, and down the spur to the north of it, I am of opinion that a line with a grade of 1 in 40 might be found leading to the level of the Chiplun valley. I do not see why it should cost more than Rs. 2,00,000 per mile, or six times what the road cost.

9. Compared with the country in Kanara where the Braganza Ghat leading to Mormugao has been made, with its rainfall of 350 inches, its dense forests, and treacherous formation, the features of the country adjoining the Kumbharli Ghat present every attraction to the Engineer. The whole mountain side, dry, and devoid of vegetation, is laid bare before him, and he has not got to grope his way, as in Kanara, through dense forests, which hide from his view the difficulties in his way. From the first he sees the worst ; rocky spurs to be cut, or tunnelled through, and steep mountain sides along which a way has to be blasted, but there do not seem to be any hidden dangers : no sodden soil interspersed with boulders through which tunnels have to be bored, and every foot protected by sheeting as you advance. Good honest rock appears to be the hardest obstacle to be met, a formation which, when once worked along, ceases to give trouble, and, by its very strength, repays the Engineer in the end.

10. At Chiplun there is a choice of station grounds, one immediately south of the town would probably be found the most convenient. Here two branches of the river Vashishti have to be crossed requiring masonry bridges of 50 feet arches, each about 400 feet long : there would be no difficulty in making these bridges. The tide has a rise of 3 feet at Chiplun.

11. After leaving Chiplun, the road rises abruptly to a plateau which extends all the way to Khed : this steep ascent can I think be avoided by keeping to the valley by the village of Dharnandevi, and joining the road near mile 65, 8 miles from Chiplun. Once the plateau is reached a perfectly easy line is found up to mile 73½, where the descent to Khed should begin : a convenient valley for this alignment here presents itself.

12. The distance by road from Chiplun to Khed is 18½ miles, and the railway alignment would necessarily be somewhat longer. I think that a better route would be found by keeping to the left bank of the river Jagbudi, which enters the Vashishti 5¼ miles west of Chiplun ; it would not be longer than the Dabhil plateau route, and would be level.

13. From Khed the line would run due north, and the station would probably be made east of the town, after crossing the Jagbudi with a bridge 800 feet long. It is between Khed and Poladpur that

I find some difficulty in the alignment of a Railway. The road keeps to the valley running due north from Khed ; this route affords every facility for the construction of a Railway, for the first six miles it only rises 33 feet, and the ascent is gradual for another 5 or 6 miles when a regular "*cul de sac*" is met with. The road begins the ascent 4 miles from the saddle dividing the Kashedi and Katli valleys ; for the first two miles the grade is uneven, with some lengths of level, and some descending grades for the last two miles the road rises, with 1 in 20 grades, to the saddle.

14. The topographical map unfortunately omits to record many heights that are of service to an Engineer, marking generally the elevation of the tops of the higher hills, I can therefore only judge of the height of the saddle relatively with that of the adjoining hills which are marked down as being 1856, and 1756 feet high : I think that the saddle must be from 1200 to 1500 feet above the sea, or 850 feet above the valley 8 miles back ; this means a gradient of 1 in 50 all the way to the top of the saddle.

15. I observed however that the ground on both sides of this saddle is very steep ; there is in fact a steep drop on either side, and I believe that it would be found that a tunnel 1200 feet long could be made at a point 600 to 800 feet below the saddle, giving an easy gradient, and line, along each of the valleys.

16. It is possible also that a fair line might be found by following the course of the river Naringi, but I doubt whether it would be as favourable as the route above described, and it would be out of the general direction to Poladpur, a point which is obligatory on account of the Mahableshwar traffic which would take off from there, the distance by the Fitzgerald Ghat being only 23 miles. As this route would bring Mahableshwar within a ten hours' journey of Bombay, it may be assumed that every traveller for that hill station will adopt it, and that all goods will be sent by it.

17. From Poladpur, important only on account of its proximity to Mahableshwar, a perfectly easy and level line, 10 miles long, is obtainable to Mahad, an important town on the north, or right bank of the river Savitri which would require a bridge 1000 ft. long. At Mahad a straighter and rather easier line could be found by crossing the Savitri 1 mile west of the town, but it is important, I think, to have the station close to the town, and on the same side of the river ; much of the trade of Mahad being drawn from the valley of the Gandhar, immediately to the north of it. The question of this crossing, and the station site would however require careful consideration, as a bridge west of Mahad would avoid the necessity for crossing the Gandhar, which would probably require a bridge 400 ft. long.

18. At Dasgaon 5 miles further on, a short tunnel would probably be required piercing the spur which runs out close to the river bank. One of the B. S. N. Coy's launches runs up to Dasgaon from Bankot, this would be a good depôt for landing Railway material. A very easy line can be found up to Mangaon, 15½ miles beyond Mahad, there the Kal river is crossed by a fine stone bridge having six arches of 45 ft. span : this, if considered advisable, could be used by the Railway.

19. After crossing a tributary of the Kal which would require 180 ft. of bridging, the line would pass a small town named Indapur, 24 miles from Mahad. From this point, where there should be a station to accommodate traffic coming along the road from the Mehasa valley, and Mandad creek, a very easy and level line is found running nearly due north. At Kohad, the river Kundalika will require 400 ft. of bridging. Here it may be necessary to diverge to the west by Ashtami, and the Nigda valley, in order to avoid the ridge near Sukeli, and some rather rough country beyond it: it is probable however that a survey would prove that, with a short tunnel, the difficulty would be overcome, and the more direct line found preferable. The ridge at Ambdoshi, over which the old road runs, looks favourable for a short tunnel, and that would be the only obstacle on the dotted line route. These alternative routes should be considered when the line is surveyed.

20. Two miles south of Nagothna, where there would be a station, the river Amba must be crossed by a bridge about 350 feet long. One of the B. S. N. launches plies from Nagothna to Dharamtar where its passengers, about 100 a day, are transferred to the Harbour Ferry.

21. From Nagothna to Pen the country is perfectly level and easy; the road has an average of 5ft bank, the waterway allowed is trifling. It is necessary to run to within a mile and a half of the Dharamtar Ferry in order to avoid a low range of hills which end near the Pen road.

22. I did not go over the road from Pen, to Panwel, but I have reason to believe that the route presents no serious obstacles to the construction of a Railway. It is possible that the line would be taken direct to a point near Hog-Island, and a branch made to Panwell.

23. None of the bridges required would give much trouble during construction: there appeared to be rock near the surface at every site, and building material is abundant. The bridges would either have stone arches or girders, whichever proved the least costly. I much prefer stone bridges when they can be constructed at a cost not greatly exceeding that of girder bridges. The former cannot be made for much less than the lineal rate I quote Rs. 250 per foot. A long bridge, with 40 feet girders, on the Poona Branch of S. M. R. was put up for Rs. 111 per lineal foot, but this was exceptionally cheap, I consider, and about Rs. 10 ought to be added for the capitalized cost of painting and repairs. The rates prevailing for masonry and other work in the Konkan are, I have ascertained, very moderate.

24. The ground over which most of the proposed line would run, appears to me to be favorable for Railway construction; the earthwork would not be heavy, and the minor bridging is small. Apart from the larger rivers and streams, for the bridging of which I have made special provision, there appear to be no difficulties whatever. Trap stone is abundant, labour is cheap, and carriage by water up to many points on the line is possible. Rails, &c., can be landed at Chiplun, Mahad, Dasgaon, Mangaon, Kothad, Nagothna, Dharamtar, Ulva and other places, thus avoiding long carriage by land which is always expensive: carriage by rail there will be absolutely none. The advantage of this can be appreciated when it is remembered that the cost of carriage by railway added 25 per cent to the cost of rails on the Mysore line.

25. It seems to me that, apart from the large bridges and tunnels, it would cost less to construct a railway in the Konkan than it has on the Harihar Branch of the Southern Mahratta Railway, which cost Rs. 51,903 per mile (including a large bridge), on the Mysore Extension which cost Rs. 42,165 per mile, or the latest addition to the Southern Mahratta Railway system, the Nanjangud Extension, which actually cost Rs. 38,830 per mile. Taking these facts into consideration, I think, that I have over-estimated the cost of the line in taking it generally at 60,000 per mile, exclusive of tunnels, and large bridges, and excepting of course the ghat section.

I estimate the approximate mileage and cost of a metre gauge line as follows :—

	Miles.	Rate per mile.	Rupees.
Karad to Patan	23	@ 50,000	11,50 000
Patan to Ridge	18	„ 60,000	10,80,000
Kumbharli Ghat	16	„ 2,00,000	32,00,000
Ghat to Chiplun	8	„ 45,000	3,60,000
Chiplun to Pen	112	„ 60,000	67,20,000
Pen to Panvel and Ulva ...	25	„ 65,000	16,25,000
	202		
Tunnels	2050 feet	„ 250 per foot.	5,12,500
Bridges	5050 feet	„ 230 do	11,61,500
		Total	158,09,000

or Rs. 78,021 per mile.

Allowance is made for the following tunnels at 250 per lineal foot, the cost of those on the Alandi, and Salpa Ghats.

Kashedi	1,200 feet.
Dasgaon	500 „
Sukeli	350 „

The extra bridging, added to mileage cost, is as follows ; the cost per lineal foot is taken as that of the bridge over the Nira, on the Poona Branch of the Southern Maharatta Railway, which is composed of 12 spans of 50 feet arches, 53 feet above the bed of the river.

Kistna	600 feet.
Koyna	350 „
1. Vashishti	400 „
2. „	400 „
Jagbudi	800 „
Savitri	1,000 „
Gandhar	400 „
Kal	350 „
Kundaliki...	400 „
Amba	350 „

26. The project for the Bombay and Konkan Railway includes, as a matter of course, possible extensions to the south, through Ratnagiri, making a total length of about 330 miles, but I do not include the line south of Chiplun in my note, as I have not been over the route.

27. The immense importance of the proposed line to the S. M. Railway is obvious, as it provides an out-let for its traffic to the sea, near the north-western end of its system. The present position of the S. M. Railway, cut off as it is from its natural terminus at a western port, militates greatly against its development, and the prosperity of the country over which it runs. When it is remembered that a railway system, 1555 miles in length, is cut off from its natural termini by foreign lines, one 51 miles long, and the other 119 miles, further argument is unnecessary. When the management of these lines is in other hands, no matter how friendly they may be, the traffic of the S. M. Railway is simply throttled, like a fluid trying to get through the neck of a bottle one-thirteenth part of its capacity.

When the first sections of the S. M. Railway system were projected to save the people of the Deccan, and the Ceded Districts from famine, its rapid development from a length of 373 miles to 1555 miles, was probably not anticipated, nor was the absolute necessity for its access to the coast foreseen; but now, matters are very different, and it is full time that the anomaly of a large railway system existing, with thirty miles of canal on one coast, and a few miles of foreign railways on the other, intervening between it and the sea, should cease.

28. Apart altogether from its relations with the S. M. Railway, it appears to me that it is difficult to exaggerate the value of the proposed line from a local, administrative, and possibly political point of view. Here is a stretch of country from Panvel to Vingorla, about two hundred miles long, by forty broad with an average population of 277 per square mile, a country as big as Saxony, and half as large as Belgium, cut off from the east by a range of lofty hills, and from the west by the sea, the coast line of which is unapproachable for four months in each year. For one third of the year the inhabitants of this area can hardly be said to have any communication at all with the outer world, for the difficulties met in travelling along the unbridged road, leading from the south to Bombay, are very great.

During the rest of the year travellers are accommodated by Messrs. Shepherd and Co's admirable service of steamers, six of which ply daily from Mormugao to Bombay; and Dharmatar and Ulva across the harbour. Not content with touching at every likely port on the coast, this enterprising Company send launches up the numerous creeks to Chiplun, Dasgaon, Nagothna and several other points, and if the launches cannot ply up to the towns, passengers find their way in small boats to the places where the launches can work. Opinions differ as to the comfort passengers find when taking this route, and as to whether natives dislike the trip by sea; but this fact is established, that they travel by these steamers in enormous numbers, encouraged by the moderate cost, the comparative rapidity of transit, and by the fact that there is no other way for them to go. The charge from Chiplun, or rather Govalkot, two miles down the creek, and I believe from

stations north of it, is 12 annas for a 3rd class passenger, the journey takes about 12 hours. By Railway the charge at the S. M. R. 2 pies fare would be Rs. 1-2 and the journey would take 7 hours.

So inaccessible a district does not, I believe, exist in the Bombay Presidency, and the importance of providing efficient communication with so important a labor market would be immense. The benefit to the state that will result from the provision of a ready access to, and from their houses, of the thousands of men of the Konkan who enlist in the Army, and Police, is undeniable, and the advantages that will be felt by the cotton mills and other industries in the city of Bombay must also be considerable.

Mr. Muirhead, Traffic Manager of the Southern Mahratta Railway, accompanied me during my examination of the route of the proposed railway, and I have purposely refrained from dwelling at any length on the traffic prospects of the line, preferring that he should give his own independent view of them. It is only necessary for me to add that I fully concur in the Traffic Manager's remarks, and consider that his estimates are moderate. The following is Mr. Muirhead's report :—

TRAFFIC PROSPECTS.

On this route, there are several large and important villages, and the cart and passenger traffic on the road, particularly at this season of the year, is very heavy.

From Chiplun easy connection with the large and important town of Ratnageri is obtained, and the line proceeds by way of the towns of Khed, Poladpur, Dasgaon, Indapur, Nagothna, into the heart of the salt districts, and opposite Bombay to some convenient site.

From Chiplun to Bombay the local goods prospects are not considerable. The country is poor, and the soil apparently unproductive, only the coarsest of food grains being grown. The number of passengers to be met on the road, however, either walking or in carts to and from Bombay, is immense. The estimate of these by several local authorities varied from 1000 to 5,000 a day. They all appear of the well to do labouring classes, either proceeding or returning from Bombay on business, or on leave.

During the fair season the means of communication between Bombay and the country the proposed line would follow is by road and river, or by sea and road. During the monsoon, however, the sea route is entirely closed, communication is difficult, and in several cases there is no inter-communication. The districts must in consequence suffer.

Steamers run down the coast daily depositing hundreds of passengers for the several towns in the district, and when it is noted that at the same time large numbers are walking by road, the volume of the passenger traffic may be conceived.

The route followed intersects several roads at convenient points, so that valuable feeder roads to the Railway will be ready constructed, on the opening of the line.

ADVANTAGES TO THE SOUTHERN MAHRATTA RAILWAY.

The line from Londa to Poona has been open for several years and experience has proved the fact that the Poona Branch of the Southern Mahratta Railway is too far from the Kistna River and the west-coast, in fact, on the wrong side of the Kistna river to compete successfully with the very large volume of traffic which now finds an outlet *via* the various ports on the coast.

Although year by year the Railway is retaining more and more of the traffic of its own towns, which formerly crossed the Kistna and the ghats, and found its way to the coast, in its present position it is totally unable to attract any traffic from the Kistna valley. It is entirely cut off from the trade by an unbridged river, and it would appear there is no means of attracting this business, unless a Railway is run between the present Southern Mahratta Railway, Poona Branch, and the coast direct into Bombay. Such a Railway, while opening up a country which is seriously hampered by absence of good communication, would prove of immense advantage to the Southern Mahratta Railway, and would in itself be a profitable investment.

Without any direct port of its own the Southern Mahratta Railway is very seriously handicapped in its efforts to compete with the roads, canals, and rivers, by which its traffic is atttacked.

One outlet is by a foreign port, and the other by a railway of a different guage. Bulk is broken, and prohibitive rates applied to the short lead of the foreign Railway. The history of rates on the Southern Mahratta Railway has long made it apparent to those interested, that, the traffic of the Southern Mahratta Railway can never be fully developed, until it has secured direct communication with Bombay.

The advantages are apparent, but, as it may be assumed that a new line taking off at Karad would affect seriously the traffic of the existing line between Karad and Poona, it is proposed to show that this idea is not based on facts, and is really not serious.

At present almost all the traffic from stations south of Londa follows the Mormugao route to Bombay, while for stations on the Poona Branch, traffic either goes out by cart and sea, or the Poona route. The line taking off at Karad might perhaps reduce the earnings in cross traffic over the Karad and Poona section, a distance of 114 miles, not a very big quantity, but, as it would increase the lead from Karad to Londa, a distance of 164 miles, a traffic which it now practically losses at Londa, there is a corresponding advantage which will more than recoup the system for any slight losses on the distances between Karad and Poona.

The proposed route *via* Karad to Bombay, would be shorter than the present route *via* Poona. There would be no break of bulk, and it is anticipated the harbour and port dues, on the opposite side of the Bombay docks, will be considerably cheaper than they are on the Bombay side. It is difficult, until the exact length of the proposed line has been arrived at and its terminus at the Bombay district

definitly fixed, to calculate in mileage the value of these combined advantages, but, taking as an average, that the break of bulk is worth 50 miles and the reduction in harbour dues another 50, we have the fact in view of the following distances, that, from any station on the Southern Mahratta Railway the shortest route to Bombay will be the new route, and consequently it is only reasonable to expect that all through traffic will follow this route.

DISTANCES.

via Guntakal to Bombay.
„ Madras Railway and Raichur 518 miles.
„ Murmugao Harbour and sea 536 miles.
„ Karad and new Railway 582 miles.

POSITION OF NEW LINE IN REGARD TO THE GREAT INDIAN PENINSULA RAILWAY BETWEEN POONA AND BOMBAY.

While these advantages to the Southern Mahratta Railway by the new route are clear it will be seen that any fear that this route will be competitive to the Great Indian Peninsula Railway, is erroneous.

A scrutiny of the flow of traffic will show that at present nearly all the traffic between the Southern Mahratta Railway and the Bombay stations of the Great Indian Peninsula Railway, which follows the Poona or Hotgi routes, is confined to stations on the Poona Branch north of Belgaum, and to stations adjacent to Hotgi *via* Hotgi. A great part of the traffic the Great Indian Peninsula Railway do not see, in that it reaches Bombay *via* the Portuguese Port.

With a route *via* Karad, this condition of things will still remain, and as this route cannot possibly divert traffic between Poona and Raichur, the interests of the Great Indian Peninsula Railway are safe.

The proposed line will run right into the heart of the salt pans near Pen and Panwell, but as the Great Indian Peninsula Railway does not touch this traffic for Southern Mahratta Railway stations, the new line can only but compete with the boats. If even later, the Great Indian Peninsula Railway is extended to tap the salt districts, a junction might possibly be formed between the two Railways, which while connecting directly the two coasts of India, could not possibly prejudicially affect the interests of either Railway.

ESTIMATED VALUE OF LINE ITSELF.

So far it has been shown that the new route, while not competing with existing lines and interests, is of immense value to the Southern Mahratta Railway, but the value of the line itself and its very good traffic prospects is considerable.

The country between Chiplun and Ratnagiri has not been inspected and this length has not been included in this note.

So far as produce from its own particular stations is concerned, the local goods traffic will not be heavy. The soil, through a great part of the line, is not productive, and it is more than probable that the imports will be greater than the exports. An advantage in economical working, and the equalization of loads, but the goods traffic beyond its own zone will be considerable. The Railway will form a barrier between the sea and the centres of trade, and will completely intercept all the immense volume of traffic which now finds its way to the ports of Vingorla and Chiplun, and numerous other little ports. The value of this traffic has been from time to time reported on by Mr. Craik, and might be roughly estimated from the following which has been extracted from the summary of sea-borne export and import trade returns of ports between Calicut and Bombay.

Weight of traffic exported and imported by sea by coast ports between Calicut and Bombay, excluding Mormugao from January to December 1889.

	Maunds.	
Vingorla	6,04,133	
Rhede	858	
Nivatee	7,585	
Keernapance..	10,758	
Malvan	67,201	
Acharay	6,777	
Deogard	32,506	
Viziadoorg	2,26,707	
Jaihpur	1,35,379	
Ratnageri	1,67,427	
Jaigod	2,05,896	
Poornagad	52,005	
Warwade	4,098	
Anjanwell (Chiplun)... ...	7,37,046	
Barpo	3,068	
Bankot	62,977	
Karnai	43,207	
Kelsi	8,438	
		23,76,06
Kasaragod	4,388	
Mangalore	7,61,098	
Mulki	16,736	
Malpe	55,604	
Barkur	70,622	
Coondapur	1,28,230	
Baindur	22,871	
Honawar	43,914	
Kumpta	2,44,903	
Karwar	15,462	
		13,63,82
Total...		37,39,89

Since January 1894, statistics have also been taken at Chiplun and Vingorla.

The traffic both in and out of the ports has been the following totals :

Chiplun.		Maunds.
January		1,91,061
February		2,32,063
March 1st to 24th		2,24,597
Total ...		6,47,721 maunds or 23,989 Tons.

Vingorla.		Maunds.
January		55,837
February		1,70,662
March 1st to 24th		1,18,797
Total ...		3,45,296 maunds or 12,788 Tons.

The season lasts practically for seven months, and the quantity of traffic in the year can be estimated from these figures.

The nature of the roads and creeks is such that there can be no doubt that the proposed Railway will secure all this traffic. To get to the sea, carts would have to cross the rails, and as at present for produce grown in villages adjacent to stations on the Poona Branch of the Southern Mahratta Railway, the rail is cheaper than the cart, there is little to fear from that competition.

The through traffic to and from the Southern Maratha Railway will also be considerable, as the new route must at once assert itself as an outlet on the Bombay side for the Southern Mahratta Railway system. Besides diverting all this Railway's traffic from the main line, and the Mysore lines to this direct route to Bombay, it will also draw certain traffic which now uses the Mangalore and Calicut sea routes.

These are its advantages so far as goods traffic is concerned, but what undoubtedly will be large, is the local passenger traffic.

The country through which the line will pass is essentially a passenger traffic country ; although there are not so many large and prosperous towns on the route as on the Bombay, Baroda and Central India Railway, the conditions in other respects are similar to those of the Bombay, Baroda and Central India Railway ; it will not therefore be long before the coaching receipts of the line give very favourable results.

Through the populated district the line will run, communication is at present very limited, and between some large towns there is absolutely no communication at all. When therefore the railway is constructed, there will be practically no competition to its monopoly. The estimate of traffic in passengers daily is between 1,000 and 5,000, but even the lower figure will give a very fair return and as there is little doubt however that this will develop, and the traffic become most valuable. So far the proposed Railway has only been considered from a commercial point of view its value, however, to the Government and the public in opening out an isolated district, does not need pressing.

In this report quotations from the last census as regards the population of the Districts, &c., have not been made, as there is no copy of the last census readily available, but this is easily obtainable.

In conclusion from the above remarks, an estimate of what the Railway is likely to earn is formed.

COACHING.

The Bombay, Baroda and Central India Railway broad guage coaching receipts (Capital and Revenue account half-year ended 31st December 1893) are Rs. 24,07,099 on a mileage of 461 miles. This works to Rs. 5,221 per mile, or Rs. 200 per mile per week.

On the Poona Branch of the Southern Mahratta Railway (note on the statement of sectional traffic for the half-year ended 30th June 1893) the coaching receipts are Rs. 1,864 or Rs. 71 per mile per week.

Taking on the proposed Railway an estimate of 800 to 1,000 passengers a day each way, we have from Rs. 116 to 145 a mile a week for coaching earnings.

The country and position of the proposed Railway is similar to that of the Bombay, Baroda and Central India Railway, but as the new line has not so many important towns on its route, and cannot draw passengers from the Southern Mahratta Railway side of the Kistna, it would be reasonable to accept the mean between the coaching receipts of the Bombay, Baroda and Central India Railway, and the Poona Branch of the Southern Mahratta Railway, as a fair average for coaching traffic.

This figure would be about Rs. 135 per mile per week, and compares also favourably with the estimate of 1,000 passengers a day.

GOODS.

The goods traffic on the Poona Branch is shown in Auditor's note at Rs. 2,342 per mile or Rs. 90 per mile per week, while the local and cross traffic of the branch is, local Rs. 6,30,976 or Rs. 87 per mile per week, and Rs. 20,021 or Rs. 3 per mile per week cross traffic. Taking only the section from Poona to Karad, by calculating from the revenue statistics, the ratio of the receipts this section bears to the receipts from Karad to Londa, and calculating on this ratio on the local receipts of the branch, Rs. 6,30,976, we have about Rs. 1,84,856, or Rs. 62 a mile a week representing the local traffic on the Karad-Poona section and the balance Rs. 28 representing cross traffic over this section.

THROUGH TRAFFIC.

In the revenue statistics for December 1892 and June 1893, the traffic *via* Poona is shown as follows :—

			Tons.		Tons.
June	1893	.....Out	20,307	In	41,434
December	1892	..... „	19,338	„	7,624
		Total.....	39,645		49,058

or grand total 88,703, while the traffic from stations Masur to Poona the sections short of Karad the Junction with the proposed line was,

June	1893	27,070	Tons.
December	1892	15,584	„
	Total.....	42,954	Tons.

Deducting the latter figures, the approximate through traffic *via* Poona from stations south of Karad is 45,749 tons. Of this, a part goes to stations other than Bombay, and assuming this part to be one-fourth we have a net balance of 34,312 as representing the through traffic.

The figures for traffic *via* Portuguese frontier are,

June	1893	67,315	Tons.
December	1892	31,462	„
	Total.....	98,777	Tons.

Assuming half this traffic will follow the new route and with no addition for Mangalore and Calicut traffic, we have an estimate of 83,700 tons as representing through traffic and this, at an average rate of 4½ pies per ton per mile, gives Rs. 1,961 per mile, or Rs. 37 per mile, per week.

LOCAL GOODS TRAFFIC.

From the summary of sea borne exports and imports between Calicut and Bombay quoted elsewhere, only taking the ports north of Mormugao, we have a total imports and exports from January to December 1889 of 2,376,066 maunds, or, 88,002 tons.

Taking this as an estimate of the traffic, and assuming that the proposed line will carry ¾th of this traffic on an average of half the length of the line, *viz.*, 101 miles, the figures work out ¾th of 88,002= 66,001 at ¼th pie per maund, per mile, or 7 pies per ton=Rs. 2,406 per mile, on a lead of 101 miles=Rs. 23 per mile, per week.

In these figures, it will be observed, no credit has been taken for traffic within the district itself.

The total estimated results therefore are as follows.

Coaching	per mile,	per week,	135
Goods	do.	do.	60
	Total...		195

INTEREST ON CAPITAL.

Rs. 195 per mile per week and working expenses at 60 per cent. leave nett Rs. 78 per mile, per week, on 202 miles=Rs. 8,19,312.

This on a total capital of 15,900,000 gives interest at over 5 per *cent.* per annum.

A. MUIRHEAD, Traffic Manager.

The anticipated net earnings will as shown give a very satisfactory return on the estimated cost of the line from Karad to Bombay, and that I believe at a very early date after opening.

J. G. LINDSAY, Col., Acting Agent,
Southern Maharatta Railway.

Bombay Chamber of Commerce, 30*th July* 1894.

The Acting Under-Secretary to Government, Public Works Department, (Railway Branch), Bombay.

Sir,—I am directed to acknowledge the receipt of your letter No. 1497 of the 27th instant, handing a copy of a report by the Agent of the Southern Maharatta Railway Company on a proposed line of railway on the metre gauge from Karad Road Station on the Poona Branch of the Southern Maharatta Railway, *via* the Khambarli Ghat and Chiplun to Bombay, on which the opinion of the Chamber is solicited.

2. I am to say, in reply, that this report has already come under the notice of the Chamber, and has been referred to a Special Committee on railway subjects.

3. I would take the liberty of pointing out to you that when addressing bodies like this Chamber, it is usual to address the Secretary and not the Chairman.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 2308 of 1894.

P. W. Department, Railway Branch,
Bombay Castle, 15*th November* 1894.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—With reference to correspondence ending with your letter dated 30th July 1894, I am directed to request the Government may be favored at an early date with any remarks that the Chamber may desire to make, on the proposed Bombay Konkan Railway Project.—I have, &c.,

R. E. DYSON,
Acting Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *29th November* 1894.

The SECRETARY to GOVERNMENT, Public Works Department, (Railway Branch), Bombay.

SIR,—The Committee of the Chamber having had under consideration the scheme for a proposed Railway from Karad Road station to Bombay, a report on which by the Agent of the Southern Maharatta Railway accompanied your letter No. 1497 of 27th July 1894, I am directed to say that while they are strongly in favor of any extension of railway communication likely to benefit the trade of Bombay, there are other schemes for feeder lines in this Presidency which they consider have prior claims on the support of the Chamber and financial assistance of Government.—I have, &c.,

JOHN MARSHALL, Secretary.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

APPENDIX D.

THE AHMEDABAD-PRANTIJ LINE.

BOMBAY, 17*th December* 1894.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I beg to inform the Committee that with some others I have applied through Mr. Forrest for a concession to construct a line between Ahmedabad and Prantij, with a capital to be raised in Rupees, most of which is already promised.

We understand that Messrs. Currie & Co. of Karachi have also applied, but with the capital to be raised in sterling. We believe that this has received the support of the Minister for Public Works.

We venture to ask the Committee to represent to the Secretary of State in such way as they think best, how very undesirable it is to increase the gold indebtedness of India when the requisite funds can be had in India on the same terms.

The Committee have long advocated the construction of the line and know how very promising are its prospects. Government have finally quite decided to construct this line by private enterprise, and no line is better adapted to tempt native capitalists to further attempts of railway extension than this one.

We trust the Committee will agree with us in thinking that this is a line which should be constructed with a Rupee Capital raised locally.—Yours, &c.,

REGINALD GILBERT.

BOMBAY CHAMBER OF COMMERCE, 27*th December* 1894.

The SECRETARY to GOVERNMENT, Public Works Department, (Railway), Bombay.

SIR,—It having come to the knowledge of the Chamber that two proposals are now before Her Majesty's Secretary of State for India for the construction by private enterprise of the Ahmedabad-Prantij railway—one by means of capital to be subscribed in sterling in England, and the other by rupee capital to be raised in India—I am directed

to respectfully represent to H. E. the Governor in Council the great advisability—all other conditions being equal—of giving a decided preference to the latter scheme.

2. The many advantages, financial and political, of raising capital for the construction of railways in India and on a silver basis are so self-evident, and have so frequently been brought to the notice of Government that it is unnecessary to recapitulate them here, but the Committee of the Chamber are desirous of pointing out the special importance attaching to it in the case of the Ahmedabad-Prantij line, which can be constructed for a comparatively small amount easily subscribed and practically certain to yield an exceptionally profitable return to investors.

3. As H. E. the Governor is well aware, the Ahmedabad-Prantij is only one of several promising feeder lines which the road-borne traffic of Guzerat and the adjoining provinces shows to be urgently required, and the financial success which has attended the construction of subsidiary lines in the neighbouring territories of H. H. the Gaekwar of Baroda and other Native States has already familiarised native capitalists with the advantages accruing from similar investments. At the present moment, therefore, with the recent reduction of the rate of interest on Government Paper to 3½ per cent, local investors would be favourably disposed to railway undertakings promising a certain return of 4 and possibly 5 or 6 per cent. per annum, and the successful floating of the Ahmedabad-Prantij would probably lead to a rapid development of similar schemes.

4. The Committee of the Chamber accordingly trust that H. E. the Governor may be pleased to represent to the Government of India and Her Majesty's Secretary of State for India the exceptionally favourable opportunity which the Ahmedabad-Prantij line affords for initiating the raising of rupee capital in India for the construction of railways.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX E.

REDUCTION OF TELEGRAPHIC RATES BETWEEN INDIA AND ENGLAND.

MADRAS CHAMBER OF COMMERCE, *10th September* 1894.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In enclosing copy of a letter which has been addressed by this Chamber to the Government of India on the subject of the reduction of telegraph rates between Australia, India and England, I am desired to express the hope that your Chamber, in view of the importance of the question, will see fit to accord its support to the representation.—I remain, &c.,

HENRY BEAUCHAMP, Acting Secretary.

MADRAS CHAMBER OF COMMERCE, *8th September* 1894.

From the Hon'ble Mr. J.A. BOYSON, Chairman, Chamber of Commerce, Madras, to the SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Simla.

SIR,—The Chamber has from time to time pressed upon Government the necessity felt for a reduction of the telegraph tariff between India and Europe. A lecture delivered recently before the Society of Arts, by Mr. E. O. Walker, C.I.E., late of the Telegraph Department, has again drawn the attention of the Chamber to the matter, and in view of the approaching International Telegraph Conference which will assemble in 1896, I am desired to solicit that the Government of India, in furtherance of the object, will use its influence to secure instructions being given to the Indian delegate who will attend the Conference to press for a reduction.

Setting aside the probability of an increase of traffic following upon a reduction in charge, which has generally been the case, it is thought that the profits made upon foreign telegrams at present are sufficiently large to admit of at least a tentative reduction. For Indo-European messages the share of the Indian Government amounts to something like Rs. 600,000 per annum. In addition, the tolls in transit of messages to and from the Far East bring in a rather larger amount. These earnings must amply meet the interest on capital outlay on the circuits, the cost of maintenance, and the wages of the staff employed to deal with foreign telegrams in India, as well as the expense of check, account, and audit ; and it is in this view that the Chamber feels that there is a strong case for the consideration of Government. The Telegraph Department may naturally wish to show good results by massing inland and foreign message revenue, charges for railway telegraphs, and receipts from other sources ; but the Chamber respectfully submits that when the returns begin to exceed the expenses in any particular direction, the branch of the community which contributes to those returns should receive some remission of charges. It is believed that this aspect of the case will commend itself to Government.

As regards the financial result to the Telegraph Department, the Chamber believes that if the tariff were lowered yearly by 8 annas per word to Rs. 2, or even less, there would be no loss. This opinion is strengthened by the fact that it has been possible to reduce, since 1st May 1891, the rate between England and the Australian Colonies (Queensland excepted) by nearly one half, and the additional traffic attracted by a lower charge has at the present time compensated for the estimated loss of revenue. At first it would appear that a sacrifice was made, but this occurred doubtless from too large a reduction in tariff (one half) being effected at one time. The Chamber advocates a gradually descending scale. Again, when the minimum chargeable unit for telegrams with Europe was reduced on the 1st January 1876, from 10 words to 1 word, in the year following, although the average value of such messages, decreased 12 per cent., private senders despatched 22·44 per cent. more messages, and the gross value of the traffic increased by 5·34 per cent. In the year following that again, the number of messages increased by 38·14 per cent. and the gross value 27·28 per cent.

To take another instance which illustrates the contention of the Chamber. Up to the 1st January 1882, a telegram in India cost a minimum of one rupee. On that date the "deferred" class was introduced. In the year 1881-82 private messages in India numbered 1,035,137, and were valued at Rs. 1,316,851 ; in the year following (when the eight-anna telegram was sanctioned) there were 1,539,975 telegrams valued at Rs. 2,618,298. Some years ago, the Chamber is aware, the Indian Government had to consider in connection with foreign tariff the loss accruing from the Persian lines and cables, that is, of the Indo-European Telegraph Department ; but that loss has now disappeared.

As regards the Eastern Telegraph Company and the Indo-European Telegraph Company, the dividends now being paid are so good, and their reserve funds laid by out of earnings so large (over £600,000) that the Chamber thinks that these Companies may with propriety be asked to share the risk of a reduced tariff.—I have, &c.,

J. A. BOYSON, Chairman.

BOMBAY CHAMBER OF COMMERCE, *22nd September* 1894.

The SECRETARY, CHAMBER of COMMERCE, Madras.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 10th instant, covering a copy of a representation made by your Chamber to the Government of India on the subject of the reduction of telegraph rates between Australia, India and England.

As you are no doubt aware this Chamber moved in this matter four years ago ; and on a reference to the reports for 1890, 1891, and 1892 you will perceive the tenor of the

representations then made. The matter has still the attention of my Committee, and in all probability before the assembly of the next International Conference they will again address Government on the subject.—I am, &c.,

JOHN MARSHALL, Secretary.

IMPERIAL INSTITUTE, LONDON, S. W., 28*th December* 1893.

To the SECRETARY, BOMBAY CHAMBER OF COMMERCE.

DEAR SIR,—I am very shortly to read a paper before the Society of Arts upon the Telegraph between England and India, in which the question of tariff will be specially dealt with. In view to showing what the opinions of commercial bodies are, in India, with regard to present rates, I shall be much obliged if you will kindly let me know as soon as convenient, if the Chamber consider them high or otherwise, looking to the distance traversed by messages. Further whether, should a reduction in rates take place, the Chamber thinks there would be a corresponding increase in the volume of traffic.—I am, &c.,

E. O. WALKER, late Superintendent of Telegraphs in India.

BOMBAY CHAMBER OF COMMERCE, 19*th January* 1894.

E. O. WALKER, Esq., London.

DEAR SIR,—I have to acknowledge the receipt of your letter of the 28th ultimo, and in reply thereto have to say that this Chamber has frequently made representations to the Government of India with the view of endeavouring to obtain a reduction in rates of telegraphy between India and Europe, which they consider excessive; but hitherto, owing to the monopoly enjoyed by the companies, without avail. The Chamber entertains not the slightest doubt that a fair reduction in rates would lead to an enormous development of traffic, and probably in the end prove no loss whatever to the companies; but on this, as on other points, you will be able to ascertain the views of the Chamber from the correspondence in the annual reports of the Chamber as particularized at foot. Copies of these reports are to be found in the Imperial Institute.—I am, &c.,

JOHN MARSHALL, Secretary.

Report for 1889.....Pages 54-351
„ „ 1890..... „ 147-242
„ „ 1891..... „ 196-613
„ „ 1892..... „ 186-

APPENDIX F.

OFFICIAL CODE VOCABULARY FOR FOREIGN TELEGRAMS.

NOTICE.

SIMLA, 31*st October* 1893.

AT the International Telegraph Conference held at Paris in 1890, it was resolved that the International Office of the Telegraph Administrations should prepare an Official Vocabulary or Book of Code Words admissible in telegrams composed partly or wholly of *preconcerted* language, that is to say, of words which, while presenting in the case of each an intrinsic sense, do not form intelligible phrases to the Administrations engaged in their transmission.

2. It was also resolved that, after the expiration of a delay of three years following the date of publication, the use of this official Code in telegrams exchanged within European limits would be obligatory.

3. The work of compiling this official Code is now almost finished, and it is expected that the book will be printed and ready for delivery in 1894. It is intended that it should contain in its permanent form at least 200,000 words as a minimum, but in the first edition there will be 240,000 words to provide a sufficient margin for subsequent elimination of words which, when expressed in telegraphic symbols, bear so close a resemblance to other words as to at times have been mistaken for them in the course of signalling.

4. Although the use of this official Code is not compulsory in telegrams exchanged between countries in Europe and other parts of the world, yet the employment of it in India is recommended, as in the first place it is likely to be largely adopted, as a matter of convenience by mercantile firms in Europe having business relations with the East, and in the second place no Telegraph Office can take exception to any Code telegram composed entirely of words taken from the Official Vocabulary.

5. It cannot at present be stated with certainty what the sale price of the Vocabulary in India will be, but it is not expected to exceed Rs. 12 per copy.

6. Intending subscribers are requested to fill in *very early* the annexed form of registration, and to forward it direct to the Superintendent in charge of the Check Office, Calcutta, who will receive applications.

W. F. MELHUISH, Director of Traffic.

BOMBAY, 21*st May* 1894.

The SECRETARY, BOMBAY CHAMBER of COMMERCE.

DEAR SIR,—From the enclosed copy of a circular to members of the Bengal Chamber, you will see that there is on foot an idea of enforcing a new official Code for foreign cablegrams, and doing away with all those now in use. We need hardly point out to any one who possesses and uses a code, what labour and expense would be entailed on the mercantile community, were such an arbitrary enactment to be passed, and we hope the protest which we hear the Bengal Chamber has sent in, will be strongly backed up by one from this side.—Yours, &c.,

W. & A. GRAHAM & Co.

CIRCULAR No. 128-94.

OFFICIAL VOCABULARY FOR INTERNATIONAL TELEGRAPHY.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 3*rd May* 1894.

To All MEMBERS of the CHAMBER.

DEAR SIRS,—The Committee of the Chamber instruct me to place before you a letter from Messrs. Geo. Henderson and Co. and its enclosures, dealing with the subject of an official Vocabulary for International Telegraphy. The Committee will be obliged if, by Tuesday, the 15th of May, instant, you will favour them with your views on the subject.—I am, &c.,

S. E. J. CLARKE, Secretary.

INTERNATIONAL TELEGRAPHY.

CALCUTTA, 6*th February* 1894.

From GEO. HENDERSON & Co., Calcutta, to S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce.

DEAR SIR,—From the official notice in the *Times* of 13th January, of which we enclose copy, it appears that it is in contemplation, sooner or later, to force upon the mercantile community an official Vocabulary of "about 200,000 words," and to prohibit the use of any other.

Immense labour and expense have, as we need hardly point out, been devoted by firms in foreign trade to the elaboration of their private cyphers. The vocabularies in use (and we would specially name Whitelaw's Codes) serve their purposes admirably, and there is absolutely no necessity for the proposed new departure.

The effect of forcing the official Vocabulary upon the public will be to destroy entirely all figure codes which are based upon 300,000 words, and thereby not only to subject merchants and others to great trouble and outlay, but also to a considerable increase in the cost of their messages.

We think this is a matter which might well form the subject of a timely remonstrance to Government.—Yours, &c.,

GEO. HENDERSON & Co.

(EXTRACT from *The Times* of *January* 13*th*, 1894.)

OFFICIAL VOCABULARY FOR CODE TELEGRAMS.

GENERAL POST OFFICE, *January* 15*th*, 1894.

Last night's Gazette contains the following notice :—

The International Telegraph Office at Berne will shortly issue an official Vocabulary or book of Code words, to be used for telegrams in code or preconcerted language.

The Vocabulary has been prepared in conformity with the decision of the International Telegraph Conference, held at Paris in 1890, and is intended to facilitate the transmission of international code telegrams.

The employment of words taken from this Vocabulary will become obligatory for European Code Telegrams after the expiration of three years from the date of its publication ; and its general adoption for the extra-European, as well as the European regime is desirable.

The Vocabulary will contain about 200,000 words, arranged in alphabetical order, drawn from the eight languages authorized for Code Telegrams by the International Telegraph Convention. The numbering of the words, as at present proposed, will be as follows :—

The thousands will appear in large figures at the head of the page, and the hundreds, tens and units in smaller figures to the left of each word.

The price per copy will be about 10s.

The books will be supplied in England through the General Post Office. The International Telegraph Office being desirous of ascertaining the number of copies which are likely to be required, intending subscribers are requested to forward their applications before the end of January to the Secretary, General Post Office, London.

BOMBAY CHAMBER OF COMMERCE, 21*st May* 1894.

Messrs. W. & A. GRAHAM & Co.

DEAR SIRS,—Your letter of to-day's date on the subject of the official Code for foreign telegrams is being submitted to the Committee. In the meantime I would beg to point out that from the correspondence published at pages 147 to 152 and pages 242 to 261 of the Chamber's Annual Report for 1890, you will perceive that this Chamber was the first to take objection to the matter when originally proposed.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *25th May* 1894.

Messrs. W. & A. GRAHAM & Co.

DEAR SIRS,—I have laid before the Committee your letter of the 21st instant, with the accompanying copies of correspondence from the Bengal Chamber of Commerce, on the subject of the official Vocabulary for telegrams in Europe.

2. If you will be good enough to refer to page 259 of this Chamber's Report for the year 1890, you will see that the official Vocabulary, while compulsory after its introduction, in Europe, is optional in India, and need not, therefore, be adopted in India, unless at the option of those concerned.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 840-94.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, *27th July* 1894.

The SECRETARY, CHAMBER of COMMERCE, BOMBAY.

DEAR SIR,—I am instructed by my Committee to hand you herewith 2 copies of letter No. 770-94 of the 9th instant, addressed by this Chamber to the Government of India in the Public Works Department, in connection with the proposed issue of an Official Vocabulary for International Telegraphy.—I am, &c.,

W. PARSONS, Acting Secretary.

No. 770-94.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, *9th July* 1894.

From W. PARSONS, ESQ., Acting Secretary, Bengal Chamber of Commerce, to the SECRETARY to the GOVERNMENT of INDIA, Public Works Department.

SIR,—The attention of the Committee of the Chamber has been recently drawn to a decision of the last International Conference held in Paris in 1890, to prepare, with the view of simplifying and facilitating the transmission of International Code Telegrams, an Official Vocabulary, the use of which is to become obligatory for European, but not for extra European telegrams, after the expiration of three years from the date of its publication.

2. The Committee understand, from a copy of a letter, dated 16th December 1893, from the Post Master General, London, to the Man-

chester Chamber of Commerce, that this Vocabulary was expected to be ready about the middle of this year, and they have also had an intimation that strong objection has been taken to it in England, partly on the ground of the very small number of words it contains which will be insufficient for ordinary commercial requirements, and partly on account of the contemplated obligatory employment of any one Vocabulary, especially one so limited as that now under reference, as this would impose a heavy and unnecessary expenditure on mercantile firms who would have to reconstruct and reprint the Codes they now use to suit the new Vocabulary.

3. The Committee, however, would not have seen any necessity to take action in connection with a matter which at first sight appears to affect telegrams transmitted in Europe only, had it not been for the notice issued by the Government of India, in October last, recommending the use of the new Vocabulary for messages to and from India, with regard to which they have received a number of very strong remonstrances from members of the Chamber; and they would strongly deprecate any such attempt being made to bring the Vocabulary into obligatory use in connection with Indian messages.

4. The Committee need hardly point out that immense labor and expense have been devoted for a number of years past by firms engaged in Indian and Foreign trade to the construction of elaborate private Codes. The Vocabularies already in use, of which there are many, serve their purpose admirably, and, in the opinion of the Committee there is absolutely no necessity for the proposed new departure.

5. The effect of forcing such an Official Vocabulary upon the public would be to destroy entirely all figure Codes which are based upon 300,000 words, and thereby not only to subject merchants and others to great inconvenience and trouble, but also to a considerable increase in the cost of their messages.

6. I am directed, therefore, on behalf of this Chamber, to enter a very strong protest against the introduction of this Official Vocabulary into India.—I have, &c.,

W. PARSONS, Acting Secretary.

CHAMBER OF COMMERCE, BOMBAY, 20*th August* 1894.

The SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

Vocabulary for International Telegraphy.

DEAR SIR,—In thanking you for your letter No. 840 of the 27th ultimo, with its accompaniments, I am directed to hand you the accompanying copy of a communication which I have, by desire of my Committee, addressed to the Government of India on the above subject.—I am, &c.,

JOHN MARSHALL, Secretary.

CHAMBER of COMMERCE, BOMBAY, 20*th August* 1894.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Simla.

SIR,—The attention of this Chamber has been drawn to a notice issued by the Telegraph Department, dated Simla, 31st October 1893, and to various announcements of an official character which have since appeared in the English press, with reference to the approaching issue of an Official Vocabulary of telegraphic code words which, in accordance with a resolution passed at the International Telegraph Conference held at Paris in 1890, is to become obligatory in Europe three years after publication.

2. The Committee of the Chamber are aware that the resolution of the Conference which made the ultimate use of the vocabulary obligatory in Europe left it optional elsewhere; but some apprehension prevails that its adoption in Europe may, at no distant date, be followed by a resolution to make it compulsory in India. As this would be a serious matter to the commercial community both on the score of the heavy expense which would be entailed in the abandonment of existing codes and the preparation of new ones, and the disturbance which would be caused to trade, I am directed by my Committee to respectfully urge that Government may be pleased to firmly oppose any tendency to depart from the terms of the resolution under which the vocabulary was adopted.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 204.-T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT,
CIVIL WORKS, TELEGRAPHS.

SIMLA, 17*th September* 1894.

To The SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. *dated 20th August 1894, in which you deprecate the introduction into India of the Official Telegraphic Vocabulary which the International Telegraph Conference held at Paris in 1890 resolved to adopt in the transmission of telegrams exchanged within European limits.

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* Herewith returned.

2. In reply, I am to invite your attention to Section 1, paragraph 1 of Home Department Notification No. 1812, dated the 11th October 1889 (an extract of which is enclosed for convenience of reference), and to say that the Government of India consider it desirable that the procedure laid down in that Notification should be adhered to.

3. I am, therefore, to request that you will be good enough to place the opinions of your Chamber on this subject before the Government of Bombay for submission to the Government of India.

4. I am also to take this opportunity of reminding you that the Notice referred to in this correspondence, in which the Director of Traffic, Indian Telegraph Department, recommended the use of this Official Telegraph Vocabulary, has not made its adoption other than optional.—I have, &c.,

N. F. MACKENZIE,
Under Secretary to the Government of India.

Extract Section 1, *paragraph* 1, *from Government of India, Home Department Notification No.* 1812, *dated* 11*th October* 1889.

Rules regulating the submission of petitions to the Government of India by private persons or public bodies.

1. Every petition to the Government of India, whether it bears immediately on a matter of Imperial policy or has reference to the orders, or the general policy and action of a Local Government, should be forwarded through the Local Government under which the petitioner is residing or is employed. But there is no objection to the petitioner's forwarding simultaneously a duplicate copy of the petition to the Government of India, if he so desires, provided that he marks it as a "duplicate."

BOMBAY CHAMBER of COMMERCE, *26th September* 1894.

The SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

DEAR SIR,—I am directed to inquire whether you have received any reply to your letter No. 770 of the 9th July 1894, addressed to the Secretary to the Government of India, Public Works Department, on the subject of the Official Vocabulary for International Code Telegrams, and also to ask whether the communication in question was addressed by you direct or transmitted through the Government of Bengal. I am directed to make this inquiry as this Chamber having addressed the Government of India, Public Works Department, in support of your representa-

tion, have had their letter returned with a request that it should be forwarded through the local Government; and before dealing further with the matter, they wish to know whether other Chambers of Commerce have been treated in a similar way.—I am, &c.,

JOHN MARSHALL, Secretary.

Similar communication to the Madras Chamber of Commerce.

No. 1081-94.

BENGAL CHAMBER of COMMERCE,
CALCUTTA, 26*th October* 1894.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—With reference to your letter of 26th September, which I regret has been so long unanswered, I have now to inform you that the representation of this Chamber on the subject of an Official Vocabulary for International Code Telegrams was addressed direct to the Government of India, but was returned for transmission through the local Government. The Committee have heard from the Madras Chamber that their letter was treated in a similar manner. In regard to this particular question, the Committee do not purpose pursuing the matter further as they have now received an assurance from the Government of Bengal that the Government of India have no intention of making the use of the Code compulsory, but they consider that the time is approaching for the Indian Chambers of Commerce to record a strong protest against the present restrictions on making direct representations on the part of public bodies to the Government of India, and they demur strongly to questions affecting mercantile interests being classified in the category of petitions.

The Committee have been asked by the Committee of the Madras Chamber whether they are prepared to join in a remonstrance against unnecessary difficulties being placed in the way of free communication with the Government of India, and have replied in the affirmative.—Yours, &c.,

W. PARSONS, Acting Secretary.

MADRAS CHAMBER OF COMMERCE, 31*st October* 1894.

From the Hon'ble Mr. J. A. BOYSON, Chairman, Chamber of Commerce, Madras, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am desired to bring to your notice that this Chamber addressed a letter to the Government of India, endorsing the views of the Bengal Chamber with reference to the proposed issue of an Official Vocabulary for International Telegraphy, and that the Government of India, in replying to this Chamber, refused to consider the Chamber's

communication, because it had not been forwarded through the local Government, quoting, a ruling dated $\frac{\text{11th October 1889}}{\text{1812 Home}}$, with regard to submission of "petitions." I enclose, for your information, a copy of the reply in question, as I am given to understand that a representation from your Chamber on the same subject was similarly dealt with.

This Chamber is disposed to resent the attitude assumed by the Government of India in this matter, and to demur to the classification of its representations on questions affecting trade interests in the category of *petitions*. It seems to this Chamber that the time has arrived for independent bodies, such as Chambers of Commerce in this country, to protest against red-tape and unnecessary difficulties being placed in the way of their free communications with the Government of India on important questions affecting mercantile interests.

The Bengal Chamber has signified its acquiescence in the above views and its willingness to support a representation to the Government of India in the matter, more especially as it has recently experienced, in connection with the Tariff Act, the disastrous delay involved in the mode of procedure laid down.

I am now desired to inquire whether your Chamber also concurs with the foregoing views and would be willing to support them.—I remain, &c.,

J. A. BOYSON, Chairman.

No. 204 T.

GOVERNMENT of INDIA, P. W. D.

(TELEGRAPHS.)

SIMLA, 17*th September* 1894.

To the CHAIRMAN, MADRAS CHAMBER of COMMERCE.

SIR,—I am directed to acknowledge the receipt of your letter (herewith returned) No.—, dated 8th August 1894, in which you deprecate the introduction into India of the Official Telegraphic Vocabulary which the International Telegraph Conference held at Paris in 1890, resolved to adopt in the transmission of telegrams exchanged within European limits.

2. In reply I am to invite your attention to section 1, paragraph 1, of Home Department Notification No. 1812, dated 11th October 1894 (an extract of which is enclosed for convenience of reference), and to say that the Government of India consider it desirable that the procedure laid down in that Notification should be adhered to.

3. I am, therefore, to request that you will be good enough to place the opinions of your Chamber on this subject before the Government of Madras for submission to the Government of India.

4. I am also to take this opportunity of reminding you that the Notice referred to in this correspondence, in which the Director of Traffic, Indian Telegraph Department, recommended the use of this Official Telegraph Vocabulary, has not made its adoption other than optional.—I have, &c.,

N. F. MACKENZIE,
Under-Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, *15th November* 1894.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department (Civil Works, Telegraphs), Calcutta.

SIR,—I am directed to acknowledge the receipt of your letter No. 204 T, dated Simla, 17th September 1894, returning, for reasons stated, the Chamber's letter of 20th August 1894, on the subject of an Official Vocabulary of Telegraph Code words to be issued in accordance with the resolution passed at the International Telegraph Conference held at Paris in 1890.

2. In thanking you for an extract from the Government of India Notification in the Home Department, No. 1812 of 11th October 1889, I am directed by the Committee to say that this is the first occasion on which this Resolution has been brought to the notice of the Chamber, and if, therefore, they transgressed the rules of Government in addressing your Department on the 20th August last, they did so in total ignorance of this rule. At the same time, I am instructed, respectfully, to submit that the rule in question is not directly applicable to communications of this character, as it is entirely directed against the submission of petitions otherwise than through the local Government. The representations made to Government in the letter under reference did not, in the opinion of the Committee of the Chamber, constitute anything remotely approaching the character of a petition, and unless the regulation laid down in the Notification of 11th October 1889 is expanded by a much wider reading than the wording of it appears to permit, I am directed to say that the representations which this Chamber are constantly in the habit of making to the various Departments of Government are not apparently contemplated in the prohibition against direct correspondence. In any case, however, I am to point out that the correspondence between the Chamber and the Government of India on the identical subject to which the Chamber's letter of 20th August referred, commencing with my letter of 10th March 1890 and terminating with my letter of 15th May 1891, was entirely conducted direct; and it seems peculiar, therefore, that Notification No. 1812 should only now be enforced.

3. On the general question of direct communication between the Government of India and the Chamber, I am

directed respectfully to submit that it would be extremely undesirable and likely to result in both obstruction and delay, were the ruling of the Notification of 11th October 1889 held universally to apply. Since the institution of this Chamber 56 years ago, it has been the invariable custom to correspond with the various Departments of the Government of India direct, and this power of direct communication has been one of the most esteemed privileges of the Chamber—a privilege which the Committee trust will not be circumscribed in the future without ample reason and mature consideration.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 22*nd November* 1894.

The SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

DEAR SIR,—I have to thank you for your letter No. 1081 of the 26th ultimo, and am now directed to wait upon you with copy of a representation which this Chamber has made to the Government of India, Public Works Department, with respect to their ruling that all communications must be submitted through local Governments.—I am, &c.,

JOHN MARSHALL, Secretary.

Similar letter to the Madras Chamber of Commerce.

MADRAS CHAMBER OF COMMERCE, 7*th December* 1894.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am desired to thank you for your letter of the 22nd ultimo, and its enclosure, and to wait upon you, in return, with a copy of the letter which this Chamber has addressed to the Government of India with respect to its ruling that all communications must be submitted through local Governments.—I remain, &c.,

HENRY BEAUCHAMP, Acting Secretary.

MADRAS CHAMBER OF COMMERCE, *5th December* 1894.

From the Hon'ble Mr. J. A. BOYSON, Chairman, Chamber of Commerce, Madras, to the SECRETARY to the GOVERNMENT of INDIA, P. W. D. (Civil Works, Telegraphs) Calcutta.

SIR,—I have the honour to acknowledge the receipt of your letters, Nos. 204 and 215 T, dated the 17th and 27th September last, returning the Chamber's letters of the 8th August and the 8th September, the former referring to the proposed issue of an official Vocabulary for International Telegraphy, and the latter to the reduction of telegraph rates between Australia, India and England, for the reason that they had not been forwarded through the local Government, as required by the Government of India Notification in the Home Department, No. 1812, dated the 11th October 1889.

I am directed, while thanking you for the extract of the above Notification, to demur at the treatment accorded to the representations in question. The Chamber respectfully submits that its letters of the 8th August and 8th September do not come within the category of the class of "petitions" to which the Notification of the 11th October, 1889, was intended to apply, and that as the matters referred to in these letters were of Imperial rather than local interest, there was no necessity to submit them through the local Government. It has always been the privilege of this Chamber to communicate direct with the Government of India when it considered it necessary or desirable in the interests of commerce to do so, and on more occasions than one, it has of recent years been in direct communication with other departments of the Government of India without comment or question. Trade questions frequently arise unconnected with the local Administration or questions that require to be dealt with expeditiously, and the advantage of direct communication with the Government of India is obvious. This is an advantage which the Chamber highly appreciates and would be very sorry to see in any way restricted, and it therefore ventures to respectfully record its protest against the interpretation which has in these instances been placed on the Notification, No. 1812.

In conclusion the Chamber would point out that this treatment of its representations is the more remarkable inasmuch as a recent direct communication from a firm in Madras to the Government of India in respect of a ruling by the Customs officials met with prompt redress.—I have, &c.,

J. A. BOYSON, Chairman.

APPENDIX G.

REUTER'S COMMERCIAL TELEGRAMS.

BOMBAY CHAMBER OF COMMERCE, 17*th July* 1894.

The MANAGER, Reuter's Telegram Company, Limited, Bombay.

DEAR SIR,—Noticing that no commercial telegrams have been received through your Agency from Calcutta since the commencement of the month, I am directed to enquire the cause thereof. The last message is dated Monday, 2nd July, and the Chamber has received nothing since.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 18*th July* 1894.

F. A. GRIFFITHS, Esq., Acting Manager, Reuter's Telegram Company, Limited, Bombay.

DEAR SIR,—As arranged with you to-day I have consulted the Committee of the Chamber with reference to the resuscitation of your commercial service from Calcutta, but as the result of the opinions obtained from them cannot hold out to you any hopes of additional support. The only items of general interest are Exchange and Government Paper, and these apparently come too late to be of any service, private quotations being in several hours earlier, and people, moreover, being apparently inclined to depend mainly on their own rates.—I am, &c.,

JOHN MARSHALL, Secretary.

REUTER'S TELEGRAM COMPANY, LIMITED,
BOMBAY, 23*rd July* 1894.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I beg to thank you for your letter of 18th instant regarding our local commercial news.

It is much to be regretted that the service cannot be resuscitated. I am aware that Banks and many Firms obtain earlier information and naturally prefer to rely upon their own reports, but the same may be said of the London commercial service, which is nevertheless supported as an independent public record.

I could no doubt arrange to obtain and issue the Exchange and Government Paper items earlier than in the past, and should feel under an obligation if the Chamber would assist me with its advice as to the best method of endeavouring to re-start the local service from Calcutta.—Yours, &c.,

FREDERICK A. GRIFFITHS, Acting Manager.

BOMBAY CHAMBER OF COMMERCE, *26th July* 1894.

The MANAGER, Reuter's Telegram Company, Ld., Bombay.

DEAR SIR,—I have laid before the Committee of the Chamber your letter of the 23rd instant, on the subject of the resuscitation of the commercial service of telegrams with Calcutta.

After having considered the question, they direct me to inform you that, in their opinion, private communications between Bombay and Calcutta are so frequent and cheap, that there is little probability of any arrangements which you can make rendering the service a success.

As already mentioned, the items of chief interest are Exchange and Government Paper, and regarding these Banks and others are kept constantly informed of all fluctuations and market tendencies by their own branches in a way that a public service could not hope to maintain.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX H.

DRAFT RULES UNDER THE INDIAN MERCHANT SHIPPING ACT.

No. 43.

MARINE DEPARTMENT,
BOMBAY CASTLE, 23*rd May* 1894.

The following draft of rules which it is proposed to make under section 10 of Act I of 1859, as amended by Section 34 of the Indian Merchant Shipping Act V of 1883, for the conduct of examinations, and as to the qualifications to be required in the case of Asiatics and Africans who cannot write or speak the English language, for local certificates of competency as Masters, Mates and Second Mates of foreign-going ships manned and officered entirely by Asiatics or Africans, is published for the information of persons likely to be affected thereby. Notice is hereby given that the above draft will be taken into consideration on or after the 15th day of July 1894 :—

Application of rules.

1. The following rules apply only to the examination of Asiatic or African applicants unable to write or speak English, for local certificates as Masters and Mates of foreign-going ships manned and officered by Asiatics or Africans only.

Certificates granted to persons who pass examinations.

2. (1) *Certificates of Competency* will be granted to those persons who pass the requisite examinations and otherwise comply with the requisite conditions. For this purpose Examiners have been appointed, and arrangements have been made for holding the examinations whenever necessary at the Port of Bombay.

Hours of examinations.

(2) The examinations will commence at 10 a.m. and close at 5 p.m.

Notice of application for examination to be given to the President.

3. Candidates for examination must make their application upon the appropriate Form (Exn. 2), which must be filled up at the Port Office. The Exn. 2, properly filled in, together with the Candidate's testimonials and discharges, must be lodged with the President, Board of Examiners, not later than the day before the day of examination, and the Candidate must conform to any regulations in this respect which may be laid down by the Government ; as, if this be not done, delay may be occasioned.

4. Testimonials of character and of sobriety, experience, ability, and good conduct on board ship for at least the twelve months of service last preceding the date of application to be examined, will be required of all applicants.

Testimonials of character, conduct and ability required.

Candidates who have not served at sea during the last twelve months will in addition be required to produce certificates of good character and sobriety during that period from their employers or some respectable house-holder whose signature can be verified, and without producing them no person will be examined. As such testimonials and discharges have to be verified before the Candidate can be examined, it is desirable that they should be handed in, together with the Form Exn. 2, as early as possible.

5. Candidates will be required to work out in English figures the different calculations in navigation ; the other part of the examination usually conducted in the case of English Candidates in writing, will, in the cases provided for in these rules, be conducted orally in the Hindustani language.

6. (1) The time for which length of service as Seaman or Officer in the Mercantile Marine is to be reckoned in all cases referred to in the following paragraphs is to commence at the date when the articles of agreement were signed by the applicant, and to end at the date when he was discharged as shown in the articles of agreement. The certificates of discharge will generally be sufficient evidence of this, but great care must be exercised by the Examiners to detect any tampering in any way with the information contained in them, and to report to the President, Board of Examiners, at once any suspicious cases.

Verification of services by the President.

(2) Service in vessels not under articles of agreement, and for which the usual Certificate of discharge cannot be produced, should be certified by the Master and Owner or Agent of the vessel.

7. Service in the coasting trade may be allowed to count as service, in order to qualify a Candidate for examination for a Certificate of Competency for Foreign-going Ships, it being understood, however, that service in the coasting trade must amount to half as much again as service in the foreign trade, and that service in a lower grade than that of First or Only Mate in the coasting trade will not be recognised as officer's service.

Service in the coasting trade.

8. Time for which Indentures of Apprenticeship are in force will be accepted as sea service, provided that the Apprentice has remained by the ship for at least four-fifths of the time covered by the Indentures, and the Indentures of the applicant are endorsed by the Owner or Master to whom he has been bound, to the effect that he has performed his service faithfully for the whole time agreed upon.

Service as an Apprentice.

Service on rivers, and in smooth-waters.

9. Service performed on rivers, no matter of what size, or in smooth-water or partially smooth-water cannot be accepted.

Loss of sight.

10. A person who has lost the sight of one eye cannot be allowed to be examined for a Certificate of Competency. If he already holds a certificate, he will not be allowed to be examined for a Certificate of a higher grade. In cases, however, in which a special medical certificate is produced showing that the sight of the other eye is satisfactory, an application to be examined will be considered, provided the Candidate is in all other respects qualified under the regulations.

Service in Light Ships and Engine-room.

11. Service in Light Ships or in an Engine-room will not be accepted as sea service for a Master's or Mate's Certificate of Competency.

12. In the case of service on board Excursion Steamers only such service as has been performed actually at sea can be accepted.

13. A First Class Pilot, with one year's Sea Service since he obtained his Pilot's Certificate, may be examined for a First Mate's Certificate for Foreign-going Ships. A Hooghly Master Pilot is for the purpose of this rule to be considered a First Class Pilot.

Services as Pilot's Apprentice.

14. Half the amount of service performed as an Apprentice in a Pilot Vessel propelled by sails may count as actual Sea Service to qualify for examination for a Certificate of Competency.

Desertion and gross misconduct.

15. Candidates who have neglected to join their vessels after having signed Articles, or who have deserted their vessels after having joined, or who have been found guilty of gross misconduct on board, will be required to produce satisfactory proofs of two years' subsequent service and good conduct at sea, unless the Local Government after having investigated the matter should see fit to reduce the time.

If after passing examination, services are found to have been insufficient.

16. If after a Candidate has passed his examination is discovered on further investigation, *e.g.*, by verification on the part of the President, that his services are insufficient to entitle him to receive a Certificate of the grade for which he has passed, it will not be granted to him ; but if the Government is satisfied that the error in the calculation of his services did not occur through any fault or wilful misrepresentation on his part, he will be allowed to go up for re-examination without payment of further fee when he has performed the amount of service in which he was deficient.

Certificate of a lower grade may be granted in certain conditions.

17. If, in such a case, the applicant's services are sufficient to entitle him to receive a Certificate of a lower grade, provided as aforesaid he has not wilfully misrepresented the amount of his

services, an Inferior Certificate may be granted to him, and the difference, if any, between the fee paid by him for the Superior Certificate and the fee payable for the Inferior Certificate, may be placed to his credit.

Must be re-examined for certificate of higher grade.

18. In such a case when the applicant has by further service made up the amount in which he was found to be short, he must, before he can receive the higher Certificate, be re-examined in all the subjects.

19. Certificates will be issued for square-rigged sailing vessels and steam vessels, also for steam ships only in all grades. Candidates for certificates for steam ships only will not be examined in the rigging or handlings of square-rigged sailing vessels, and their Certificates will be endorsed in red ink with the words "For steam-ships only."

20. *Examination in Colours.*—All Candidates for Certificates of Competency must first be examined in colours.

Second Mate.

21. *Qualifications for Certificates of Competency as Second Mate of a square-rigged sailing ship and a Steam vessel.*—A Second Mate must be not less than 17 years of age and must have served at sea as a Seaman or Apprentice for four years, of which two years must have been in the six years last preceding the date of his application to be examined and six months in the three years last preceding the said date. He must prove also the he has served at least one year on a square-rigged sailing vessel in the five years last preceding the said date.

22. He must write a legible hand in some Asiatic language and be able to give orally a definition of the various astronomical and other terms used in navigation; he must have a competent knowledge of the first five rules of arithmetic and the use of logarithms, work a day's work, correct course for deviation, leeway and variation, latitude by meridian, altitude of sun, difference of longitude by parallel sailing course and distance by Mercatur's method, observe and calculate the sun's amplitude and find error of compass therefrom and the deviation variation being given. He must understand the use of the sextant and its adjustments. He must also pass in the International Code of Signals.

23. *In Seamanship, &c.*—The following qualifications will be required in the case of a Second Mate of a sailing ship. He must give satisfactory answers as to the standing and running rigging of ships; as to bending, unbending, setting, reefing, taking in and furling sail; as to sending masts and yards up and down, &c., &c.; as to the management of a ship when under canvas; of a ship's boat in heavy weather, and as to dunnaging and stowing cargo, &c. He must have a thorough knowledge of the rule of the road as regards both steamers and sailing vessels, their regulation lights, and fog, and sound signals, and be able to describe the signals of distress, and the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals. He must be able to mark and use the lead and log lines. He must also understand the use and management of the rocket apparatus in the event of his

vessel being stranded, and other questions of a like nature appertaining to the duties of the Second Mate of a ship, which the Examiners may think necessary to put to him. He will also be required to give satisfactory answers as to his knowledge of the additional subjects (applying more particularly to steam-ships) which are specified in the Rules of Examination for Second Mates' Certificates of Competency for Foreign-going Steam-ships in Rule 24.

24. *In Seamanship, &c.*—The following qualifications will be required in the case of Second Mate of a steam vessel in place of those required by the preceding rule. He must give satisfactory answers as to the standing and running rigging of steam-ship; as to bending, unbending, setting, reefing, taking in and furling sail; as to sending masts and yards up and down, &c., &c.; as to seeing everything in readiness and clear for getting under way, and as to the precautions to be then observed with regard to engines, propellers, &c.; as to the management of a steam-ship when under canvas, and of a ship's boat in heavy weather, and as to dunnaging and stowing cargo, &c. He must have a thorough knowledge of the rule of the road as regards both steamers and sailing vessels, their regulation lights, and fog and sound signals, and be able to describe the signals of distress and the signals to be made by ships wanting a pilot and the liabilities and penalties incurred by the misuse of these signals. He must be able to mark and use the lead and log lines. He must also understand the construction, use, and action of the sluices, and of the water-ballast tanks, engine-room, telegraph, &c.; the use and management of the rocket apparatus in the event of his vessel being stranded, and other questions of a like nature, appertaining to the duties of the Second Mate of a steam-ship, which the Examiners may think necessary to put to him.

For a Steam-ship only.

25. *Certificates of Competency as Only and First Mate of a square-rigged sailing vessel and a steam vessel.*—An Only or First Mate of a square-rigged sailing vessel or a steam vessel must be not less than nineteen years of age and must have served five years at sea, of which in case of a First Mate one year must have been as Second or Only Mate; he must have served at sea two years in the six years last preceding the date of his application to be examined and six months in the last three years immediately preceding the said date.

Qualifications.

26. *In Navigation.*—In addition to the qualifications required for a Second Mate, an Only or First Mate must be able to find the daily rate of a chronometer from error observed and the longitude from altitude of sun by the usual methods, time of high water at a given port, the error and deviation of the compass by an azimuth, understand the use of a Mercator's Chart and keep a log book; he will also be required to answer orally questions relative to the law of storms and cyclones.

27. *In Seamanship, &c.*—The following qualifications will be required in the case of an Only or First Mate of a sailing ship,—In addition to the qualifications required for a Second Mate, a more extensive knowledge of seamanship will be required, as to shifting large spars, rigging sheers, taking lower masts in and out, how to

moor and unmoor ship, and to keep a clear anchor ; to carry out an anchor ; how to manage a ship in stormy weather ; how to cast a ship on a lee shore ; how to secure the masts in the event of accident to the bowsprit ; and how to rig purchases for getting heavy weights, anchors, machinery, &c., in and out. He must also know how to rig a sea anchor, and what means to apply to keep a vessel disabled or unmanageable out of the trough of the sea, and lessen her lee drift ; how to get a cast of deep sea lead in heavy weather ; and answer any other questions appertaining to the duties of an Only and First Mate of a ship which the Examiners may think necessary to put to him. He will also be required to give satisfactory answers as to his knowledge of the additional subjects (applying more particularly to steam-ships) which are specified in the Rules of Examination for Only and First Mate's Certificates of Competency for Foreign-going Steam-ships in Rule 28.

28. *In Seamanship.*—The following qualifications will be required in the case of an Only or First Mate of a steam-ship only in place of those required by Rule 27 :—In addition to the qualifications required for a Second Mate, a more extensive knowledge of seamanship will be required, as to shifting large spars, rigging sheers, taking lower masts in and out, how to moor and unmoor ships and to keep a clear anchor, to carry out an anchor ; how to manage a steam-ship in stormy weather, and how to rig purchases for getting heavy weights, anchors machinery, &c., in and out. He must be able to describe the effects of the screw race upon the rudder ; and the effect produced on the direction of the head of the ship by going [ahead] [astern] with a [right] [left] handed screw when the rudder is [ported] [starboarded]. He must also know how to rig a sea anchor, and what means to apply to keep a steamer with machinery disabled out of the trough of the sea, and lessen her lee drift. How to turn a steamship short round ; how to get cast of deep sea lead in heavy weather, and other questions of a like nature appertaining to the duties of an Only and First Mate of a steam-ship which the Examiners may think necessary to put to him.

For a steam-ship only.

29. *Master of a square-rigged sailing vessel and a steam vessel.*—A Master must be twenty-one years of age, and have been six years at sea of which one year must have been as First or Only Mate in a Foreign-going Ship and one year as Second or Only Mate; or he must have been six and-a-half years at sea, of which two and-a-half years must have been as Second Mate of a Foreign-going Ship, during the last twelve months of which service as Second Mate he must have been in possession of a First Mate's Certificate; he must have served at sea two years within the last six years, and six months within the last three years immediately preceding the date of his application to be examined.

Master.

30. *In Navigation.*—In addition to the qualifications required for a Second, Only, and First Mate, a Master must be able to compute the latitude from the meridian altitude of a star, &c. He must be able to find the magnetic bearing from equidistant compass bearings of any fixed object when at sea and compute the deviation therefrom, and give satisfactory (*oral*) answers to certain practical question on the effect of the ship's iron upon the compasses, the method of determining

the deviation, and compensating same by magnets and soft iron. He will be required to find the course to steer by compass in order to counteract the effect of a given current and find the distance the ship will make good towards a given point in a certain time, and to work out practically the correction to apply to soundings taken at a given time and place to compare with the depth marked on the chart.

31. *In Seamanship, &c.*—The following qualification will be required in the case of a Master of a sailing ship :—In addition to the qualifications required of a Second, Only, and First Mate, he must be able to construct jury rudders for both wooden and iron vessels, and also rafts. He will be examined as to his resources for the preservation of the ships crew in the event of wreck; as to the management of ships in heavy weather; as to rescuing the crew of a disabled ship; as to steps to be taken when a ship is on her beam ends, or in any danger or difficulty; or if disabled or unmanageable and on a lee shore; heaving a keel out, &c. He must explain the mode of procedure when placing ship in dry dock, directing repairs and if putting into port in distress with damage to cargo and ship. He must possess a sufficient knowledge of what he is required to do by law, as to entry and discharge and the management of his crew, and as to penalties and entries to be made in the official log, and a knowledge of the measures for preventing and checking the outbreak of scurvy on board ship. He will be questioned as to his knowledge of invoices, charter party, bills-of-lading, Lloyd's agent, and must answer any other questions of a like nature appertaining to the management of a ship which the examiners may consider it necessary to touch upon. He will also be required to give satisfactory answers as to his knowledge of the additional subjects (applying more particularly to steam-ships) which are specified in the Rules of examination for Master's Certificates of competency for Foreign-going Steamships in Rule 32.

32. *In Seamanship, &c.*—The following qualifications will be required in the case of a Master of a steam-ship in place of those required by Rule 31 :—In addition to the qualifications required of a Second, Only, and First Mate, he must be able to construct rafts and jury rudders suitable for a screw steam-ship. He will be examined as to his resources for the preservation of the ship's crew in the event of wreck; as to the management of steam-ships in heavy weather; as to rescuing the crew of a disabled ship; as to steps to be taken when a ship is on her beam ends; or if disabled and on a lee shore. How to use steam appliances in the event of fire, and the best arangement for towing vessels under different circumstances, placing ship in dry dock, directing repairs, and the mode of procedure of putting into port in distress with damage to cargo and ship. He must possess a sufficient knowledge of what he is required to do by law as to entry and discharge, and the management of his crew, and as to penalties and entries to be made in the official log and a knowledge of the measures for preventing and checking the outbreak of scurvy on board ship. He will be questioned as to his knowledge of invoices, charter-party, bills-of-lading, Lloyd's agent and answer any other questions of a like nature, appertaining to the management of a steam-ship, which the Examiners may consider it necessary to touch upon.

For a steam-ship only.

Failure.

33. In all cases of failure the Candidate must be examined *de novo*. If a Candidate fails in *Seamanship* he will not be re-examined *until after a lapse* of six MONTHS. Whether the whole or part of this period must be served at sea must depend upon the subjects in Seamanship in which the Candidate failed, but what amount (if any) of sea service will be required will be left to the discretion of the President, subject, however, to revision by the Government, should they see fit.

Re-examination in case of failure.

34. The Examiners in making out their report on Form Exn. 14 should state what amount (if any) of further sea service the Candidate must perform, and they should also insert this information under Division H. in Form Exn. 2.

35. If he fails three times in *Navigation* he will not be re-examined until after a lapse of three months from the date of the *last failure.*

36. If a Candidate fails in Seamanship in his examination for an ordinary Certificate, he may, if qualified, and upon payment of another fee, &c., be examined for a Certificate of Competency for Foreign-going Steam-ships without waiting the usual time after failure.

Fees.

37. Candidates for examination, in making their application on Form Exn. 2 will be required to pay the examination fee before any step is taken, whether by enquiring into their services or testing their qualifications, &c. Should it be found that their service is not sufficient to entitle them to be examined, or should their testimonials be unsatisfactory, or should they from any other cause, except failure to pass the colour tests, not be examined, no part of the fee will be returned to them, but when they have fulfilled the requisite service, or are able to produce satisfactory testimonials, as the case may be, they will be allowed to again present themselves for examination for a Certificate of the same grade without paying any further fee.

38. The fee for examinaton must be paid in the Cash Office. In any case in which a Candidate offers money to any other officer than a Cashier, and in any place but in the cash office, the Candidate so offering money will be regarded as having committed an act of misconduct, and will be rejected, and not allowed to be again examined for twelve months either at the Port where the offence was committed or at any other port.

Fees to be paid by applicants for Examination.

39. If a Candidate fail in his examination, *no part of the fee will be returned to him.*

40. The fees are as follow :—

For "FOREIGN-GOING SAILING AND STEAM SHIPS."

	Rs.
Second Mate	12
First and Only Mate, if previouslv possessing an inferior certificate, either granted by the Board of Trade, or by the Government of a British Possession *under Section 8 of the "Merchant Shipping (Colonial) Act*, 1869"	6
If not	12
Master	24

BOMBAY.

By His Excellency the Honourable the Governor of Bombay in Council.

LOCAL FOREIGN TRADE CERTIFICATE OF COMPETENCY AS SECOND MATE, ONLY MATE, FIRST MATE OR MASTER.

To _____

Whereas it has been reported to His Excellency the Governor in Council that you have been found qualified to fulfil the duties of _____ in foreign-going ships manned and officered entirely by Asiatics or Africans, I do hereby, in pursuance of Act No. I of 1859, of the Legislative Council of India, grant you this Local Certificate of Competency.

By order of the Government of Bombay,

Secretary to the Government of Bombay.

Given under my hand and seal,

this _____ day of _____ 189 .

No. of Certificate _____

Bearer _____

Date and Place of Birth _____

Description of marks or personal peculiarities and height. _____

Any Master or Mate who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding Rs. 500.

N.B.—Any person other than the Owner thereof becoming possessed of this Certificate is required to transmit it forthwith to the Port Officer, Bombay.

Issued at Bombay on the _____ day of _____ 189 .

Registered.

Port Officer, Bombay.

By order of His Excellency the Right Honouralle the Governor in Council,

C. A. CUNINGHAM, Brig.-General,
Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *8th June* 1894.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—Under a Resolution of Government No. 255 of 9th October 1893, it was laid down that all orders or rules passed in connection with shipping should be specially forwarded to the Chamber of Commerce in addition to being published in the *Government Gazette*; but my Committee notice that in the *Government Gazette* of 24th May 1894, draft rules under the Indian Merchant Shipping Act V of 1883, have been published without a copy having been sent to the Chamber.

2. My Committee attach great importance to the Resolution above referred to, as enabling them to have ample notice of any orders or rules of this character, and they therefore direct me to call the attention of Government to this omission to comply with the standing orders, in the hope that arrangements may be made so that a similar oversight may not occur in future.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 141 OF 1894.

MARINE DEPARTMENT,
BOMBAY CASTLE, *25th June* 1894.

From the SECRETARY to GOVERNMENT to the CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—Referring to your Secretary's letter dated 8th instant, I am directed to inform you that copies of the draft rules referred to therein were supplied to the Port Officer, Bombay, for distribution on the 15th idem, and that steps have been taken to ensure copies of rules made under marine enactments being distributed in future as soon as they have been published in the *Government Gazette*.—I have, &c.,

C. A. CUNINGHAM, Brigadier General,
Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *26th July* 1894.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—The Committee of the Chamber have had under consideration the draft rules proposed to be made under Section 10 of Act I of 1859, published in the *Government Gazette* under date of 23rd May last, and I am directed to respectfully inform Government that while they consider

the intended rules an endeavour to meet a distinct want, tney are afraid that their conditions are not likely to prove practical in working. The system and conditions of examination proposed for masters and mates are exceedingly technical; astronomical and scientific terms and formulas being laid down which could only be studied and learned by candidates possessing a thorough knowledge of the English language, no text-book, so far as the Committee are aware, having been published in any of the vernaculars. While, therefore, the rules propose to deal with the case of Asiatics and Africans who cannot write or speak the English language, it is manifest that the examinations cannot be passed without that qualification, and to that extent, therefore, the Committee consider the rules likely to prove impracticable in working.—I have, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{213}{G}$ OF 1894.

MARINE DEPARTMENT,

BOMBAY CASTLE, 8*th August* 1894.

From the SECRETARY to GOVERNMENT to the CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to the letter from the Secretary to the Chamber dated 26th ultimo regarding the rules proposed to be made under section 10 of Act I of 1859 for the grant of local certificates of competency to Asiatic Masters and Mates of foreign-going ships, I am directed to forward herewith a copy of a letter from the Port Officer, Bombay, No. $\frac{3544}{S.}$, dated 31st July 1894, from which it will be seen that he does not anticipate any difficulty in carrying out the new rules, and to enquire whether the Committee of the Chamber have now any objection thereto —I have, &c.,

C. A. CUNINGHAM, Brigadier General,
Secretary to Government.

No. $\frac{3514}{S}$ of 1894.

STEAM VESSEL SURVEY AND MARINE BOARD OF EXAMINER'S DEPARTMENT.

BOMBAY, 31*st July* 1894.

From the PORT OFFICER, Bombay, to the SECRETARY to GOVERNMENT, Marine Department.

SIR,—In reply to your No. $\frac{480}{M}$ of 30th July 1894, I have the honor to remark as follows:—

1. The Chamber of Commerce complains that the rules are not likely to prove practical in working. (II) That the system and con-

dition of examinations are exceedingly technical. (III) That terms and formulas are laid down which can only be learned by persons possessing a thorough knowledge of English.

2. With regatd to I, the rules are similar to those of 1876, with a few additional qualifications added to bring them more up to the present requirements of the Board of trade, and I do not anticipate any more difficulty in carrying out the new rules than were experienced with those of 1876, under which rules 30 Asiatics obtained certificates of Competency for Foreign-going Certificates.

3. With regard to II, I do not see how the examinations can be anything but technical, it being a test of professional qualifications.

4. With regard to III, the candidates who have hitherto been examined, have always used the English Nautical Almanac and epitomes of navigation, and work with English figures, and understand the meaning of the technical terms used, although they could not read or speak English properly.

5. I have heard of books on Navigation and Astronomyin Arabic but have never seen them, but am aware that the Masters and Officers of vessels belonging to the Sultan of Zanzibar and Muscat always worked with English books.

6. The rules are for a class of men who are gradually becoming extinct but who, owing to the new rules for Colonial Certificates being of a higher standard than they could pass, were likely to be deprived of their means of livelihood only 30 candidates passed from 1876 to 1893, and only two applications for examinations from this class of. Candidates have been received in the last two years, as the majority of natives pass for Home Trade certificates, which is a much easier examination.—I have, &c.,

MAURICE BEAN, Commander R. I. M,
Port Officer, Bombay.

BOMBAY CHAMBER OF COMMERCE, *22nd August* 1894.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—The Committee of the Chamber have had under consideration the letter of the Port Officer of Bombay, to your address, No. $\frac{3544}{S}$ of 31st July, forwarded with your No. $\frac{213}{G}$ of the 8th instant.

2. In reply, I am directed to say that while with the Port Officer's explanations of the working of the previous rules before them they are not disposed to protest against the passing of the draft rules under criticism, nor are they desirous of asking for any lowering of the qualifications

required before certificates are granted, they are nevertheless constrained to adhere to the views they had the honour to submit in my letter of 26th July 1894.

3. These views were, in effect, that while the proposed rules purport to be for the conduct of examinations of Asiatics and Africans who cannot write or speak the English language, it would be impossible for any one to pass under them if strictly examined without a very considerable knowledge of English. In support of this contention, they would beg leave to refer to section 5 of the rules where it is explicitly stated that candidates will be required to work out in English figures the different calculations in navigation, and in section 22 it is stated that he must write a legible hand in some Asiatic language, and be able to give orally a definition of the various astronomical and other terms used in navigation, and must have a competent knowledge of the first five rules of arithmetic and the use of logarithms. These conditions could only be complied with by candidates with a fair knowledge of English; nor do the Committee conceive it probable they could otherwise meet the demands of section 31 as to a knowledge of invoices, charter-parties, bills-of-lading and Lloyd's Agent. No doubt by a lenient construction of these sections, it will be possible for some candidates to obtain certificates, but such certificates, my Committee beg to submit, would not be in true accordance with the proposed rules, and the question therefore arises whether it is necessary to pass rules the conditions of which are not really expected to be complied with.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX I.

FORM OF AGREEMENT BETWEEN MASTERS OF SHIPS AND LASCARS.

No. 264.

MARINE DEPARTMENT,
BOMBAY CASTLE, 17*th October* 1893.

Letter from the Secretary to the Government of India, Department of Finance and Commerce, No. 4263, S. R., dated 2nd October 1893.

"Referring to the correspondence ending with your letter No. 218, dated the 29th August 1893, I am directed to say that the Governor General in Council is pleased to direct, under Section 27 (1) (*a*) of Act V of 1883, that the first clause in the Form of Agreement between Masters of ships and lascars or other Native seamen sanctioned in the Resolution of this Department, No. 1445, dated the 21st March 1887, should be modified as follows :—

(1) For the words '70 degrees North and 70 degrees South Latitude' substitute '60 degrees North and 50 degrees South Latitude.'"

(2) Add to the Clause the following proviso :—

'Provided always that during the said period of months between the 1st day of October in one year and the 31st day of March in the succeeding year, the said crew shall not be bound to serve on voyages to any port in the Baltic or to any port in America north of 38 degrees North Latitude and south of 38 degrees South Latitude, and provided also that, save under special agreements voluntarily undertaken, the said crew shall not be bound to serve on a voyage round Cape Horn.'"

RESOLUTION.—To be communicated to the Departments concerned with reference to Government Resolution No. 218, dated 29th August 1893, with a request that the necessary corrections may be made in the Form of Agreement forwarded under Government Resolution No. 122, dated 5th April 1887.

C. A. CUNINGHAM, Brigadier-General,
Secretary to Government.

To

The Shipping Master, Bombay,
The Political Resident, Aden,
The Commissioner in Sind.

BOMBAY CHAMBER OF COMMERCE, 30*th August* 1894.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—The attention of the Chamber having been drawn to a Notification issued by Government in your Department, No. 264 of 17th October 1893, clause (2) defining the limits within which lascar crews may be engaged to serve during the winter months in the Baltic and America, I am directed to suggest that Government may be pleased to amend the clause so that it may read as follows :—

> Provided always that during the said period of ..... months between the 1st day of October in one year and the 31st day of March in the succeeding year, the said crew shall not be bound to serve on voyages to any port in the Baltic or to any port on the East Coast of America, North of 43 degrees North latitude and provided also that save under special agreements voluntarily undertaken, the said crew shall not be bound to serve on a voyage round Cape Horn.

2. It will be perceived that the alterations effected by this suggested amendment would be to except the West Coast of America from any limitation, and to affix a limit of 43 instead of 38 degrees of North latitude on the East Coast of America, while doing away with the Southern limit of 38 degrees South latitude.

3. Owing to the known mildness of the climate on the West Coast of America, the Committee of the Chamber assume that no objection exists to its exception from limitation, more especially as there are no trading ports either in North or South America, beyond limits to which lascar crews could go in all safety and comfort in any season of the year, and this latter reason also applies to the absence of any necessity for fixing a Southern limit on the East Coast. At the same time if Government attach any importance to the maintenance of 38 degrees South latitude as a Southern limit on both Coasts, it would entail no hardship and would only be undesirable as tending to make the rules unnecessarily complicated. As the rule now stands, lascar crews are allowed to go South of 38 South latitude in winter, but not in summer. The months of April to

September should be substituted for March to October for these latitudes if any restriction is to be made for the South latitude.

4. The proposed extension of the Northern limit on the East Coast of America to 43 degrees is an alteration to which the Chamber and steamship owners and Agents attach great importance. The object is to bring within the permissible range of service of lascar crews the port of Boston, U. S., a limit required to meet the large and growing trade in sugar from the Phillipine Islands and Java to America, Charter-parties for which always give the option of vessels being discharged at any port between the Chesapeake and Boston inclusive. It is very probable that the recent tariff changes in the United States may rapidly develope this trade which would almost entirely be carried in Eastern trading vessels manned with lascar crews provided the Articles permitted the necessary range of service, but a prohibition which a limit of 38 degrees North would entail would necessarily tend to throw the trade into foreign hands.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 218 OF 1894.

MARINE DEPARTMENT,
BOMBAY CASTLE, 22*nd September* 1894.

From the SECRETARY to GOVERNMENT, to the CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to the letter from the Secretary to the Chamber dated 30th ultimo, recommending an amendment of the clause in the Form of Agreement between Masters of Ships and Lascars as regards the specification of the limits within which lascars may serve, I am directed to inform you that the Chamber's representation has been forwarded to the Government of India for consideration.—I have, &c.,

C. A. CUNINGHAM, Brigadier-General,
Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 23*rd October* 1894.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—In continuation of my letter of 30th August last, I am directed to suggest to Government that it would be

desirable when altering the wording of the articles signed by lascar crews to delete the words "belonging to the same Company" as shown below :—

The several persons whose names are hereto subscribed, and whose descriptions are contained on the other side of the sheet or sheets, and of whom_____are engaged as sailors, hereby agree to serve on board the_____, or any other vessel belonging to the same Company or other steamer to which they may be legally transferred, in the several capacities expressed against their respective names on voyages from_____to any other ports or places within the limits of 60 degrees north and 50 degrees south latitude, trading to and fro as the nature of the Company's service or employment may require, for any period not exceeding 12 months, and finally to be discharged at_____within the said 12 months from the date of this Agreement. Provided always that during the said period of_____months between the 1st day of October in one year and the 31st day of March in the succeeding year, the said crew shall not be bound to serve on voyages to any port in the Baltic or to any port in America north of 38 degrees north latitude and south of 38 degrees south latitude, and provided also that, save under special agreements voluntarily undertaken, the said crew shall not be bound to serve on a voyage round Cape Horn.

The restriction to vessels of the same Company is unnecessary, and as a matter of fact my Committee understand that an equivalent amendment has already been adopted in practice by the Shipping Master of Bombay.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 247 of 1894.

MARINE DEPARTMENT,
BOMBAY CASTLE, *7th November* 1894.

From the SECRETARY to GOVERNMENT, to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—With reference to your letter dated 23rd October 1894, suggesting a further alteration in the Form of Agreement between Masters of Ships and Lascars, I am directed to inform you that the suggestion has been forwarded to the Government of India for consideration.—I have, &c.,

C. A. CUNINGHAM, Brigadier-General,
Secretary to Government.

APPENDIX J.

PROCEDURE FOR PUBLICATION OF RULES, AFFECTING THE GENERAL PUBLIC, UNDER MARINE ENACTMENTS.

BOMBAY CHAMBER OF COMMERCE, *30th August* 1894.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I am directed by the Committee of the Chamber to respectfully represent to H. E. the Governor in Council the inconvenience caused to the mercantile community and more especially to steam-ship owners and Agents by the omission to supply either the latter or the Chamber with a copy of the Notification in the Marine Department, No. 264 of 17th October 1893.

2. This Notification, in direct contravention of the Resolution of Government, No. 255 of 9th October 1893, which lays down that "copies (of all rules relating to the "Mercantile Marine) should be freely distributed amongst "ship-owners, masters and others concerned, also to all "shipping firms, the Chamber of Commerce, the Under-"writers' Association, &c.," was, as appears on the face of it, only marked for transmission to the Shipping Master, Bombay, the Political Resident, Aden, and the Commissioner in Sind, with the result that those mainly concerned remained in ignorance of the change notified.

3. The possible consequences of the omission are so clearly expressed in a letter from the Managing Owners of a leading line of steamers trading with the East, to their Agents in Bombay, that my Committee consider it desirable to give the following extract :—

> "The present is to draw your attention to rather a "serious omission on your part in that you have "never called our attention to the alteration lately "made without notice in the Native articles limiting "the range of service in the Atlantic to 38° N. & S.

"This is a very important matter to us, which you will "admit when we point out that it entirely prevents "our doing any business from the Phillipines or "Java with those steamers having lascar crews, as it "is always necessary to give the American option in "all charters covering the range from the Chesapeake "to Boston. We found it out quite casually and "accidentally by happening to glance over one of the "ship's articles, which we very seldom have the "opportunity of doing, and it is fortunate for us that "none of the lascar boats have been sent to Java this "season, or we should have been in a nasty predica-"ment and would, without doubt, have been compell-"ed to send a fresh crew from here; bring the lascars "home and feed, house and pay their wages, until their "own boat came home again, which would have been "a terribly expensive business for us."

4. The Committee of the Chamber consider the neglect in this instance to comply with Government Resolution No. 255 of 9th October 1893, specially deserving of notice from the fact that it occurred only eight days after that date. They are, moreover, constrained to make a special representation on the subject as they had to notice a similar omission on 8th June 1894.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 221 OF 1894.

MARINE DEPARTMENT,
BOMBAY CASTLE, 24*th September* 1894.

From the SECRETARY to GOVERNMENT, to the CHAIRMAN, BOMBAY CHAMBER OF COMMERCE.

SIR,—I have the honor to acknowledge the receipt of letter from the Secretary to the Chamber, dated 30th August 1894, bringing to notice the inconvenience caused to the mercantile community and more especially to steam-ship owners and agents by the omission to supply either the latter or the Chamber with a copy of the "Notification" in Marine Department, Resolution No. 264, dated 17th October 1893, as required by the orders contained in Government Resolution No. 255, dated 9th October 1893.

2. In reply, I am directed to point out that Government Resolution No. 264, dated 17th October 1893, referred to by the Chamber, was not published in the *Government Gazette* and was therefore not

a notification in the sense contemplated by Government Resolution No. 255, dated 9th October 1893. The alteration in the first clause of the form of agreement between Masters of ships and lascars was made by the Government of India under Act V of 1883 after consultation with the Shipping Firms in Bombay and at the suggestion of the Liverpool Shipowners' Association, and this alteration was notified to this Government in a letter which is embodied in the first quoted Resolution. Although the alteration made affects all shipping ports in India, no publication apparently was deemed necessary by the Government of India and, as this is not required by the Act, the letter from the Government of India was merely communicated to the Government Officers concerned in the same way as the Resolution of that Government prescribing the present form of agreement.

3. Having regard, however, to the inconvenience which arises from the restricted publication of these executive orders as represented by the Chamber, the Government of India, I am to say, have been addressed in view to all future alterations in the form of agreement being notified for the information of persons affected thereby. The Shipping Master, Bombay, has also been instructed to take steps for notifying such alterations in future to the parties named in Government Resolution No. 255, dated 9th October 1893, whether they are published in the *Gazette* or not.—I have, &c.,

C. A. CUNINGHAM, Brigadier General,
Secretary to Government.

APPENDIX K.

RULES UNDER THE DECK AND LOAD-LINES ACT OF 1891.

No. 210 OF 1894.

MARINE DEPARTMENT,
BOMBAY CASTLE, 17*th September* 1894.

From the SECRETARY to GOVERNMENT to the CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward the accompanying copy of a Resolution by the Government of India, Finance and Commerce Department, No. $\frac{4240}{S.R.}$, dated 28th August 1894, and of the draft rules, referred to therein, which it is proposed to adopt under the Deck and Load-Lines Act, 1891, and to request that Government may be favored with the opinion of the Chamber on the proposed rules, which will be taken into consideration on or after the 1st January 1895.—I have, &c.,

C. A. CUNINGHAM, Brigadier General,
Secretary to Government.

No. 4240-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Commerce and Trade.

Merchant Shipping.

RESOLUTION.

SIMLA, 28*th August* 1894.

Read the following correspondence on the subject of the Rules proposed for adoption under the Deck and Load-Lines Act, XVII of 1891 :—

1. From the Government of Bengal, No. 2272 (Marine), dated the 10th October 1892, and annexures.

2. To the Governments of Madras and Bombay, No. 4330-S. R., dated the 22nd October 1892.

3, 4 and 5. From the Government of Madras, and the Chief Commissioner, Burma, Nos. 409 (Marine), 416 (Marine) and 426 (Marine), dated the 5th, 17th, and 21st November 1892, and annexures.

6. From the Government of Bombay, No. 293-G., dated the 15th November 1892.

7. Telegram from the Chief Commissioner of Burma, No. 487, dated the 28th November 1892.

8. From the Government of Bengal, No. 633 (Marine), dated the 3rd April 1893, and annexures.

9. To the Government of Bombay, No. 2119-S. R., dated the 17th May 1893.

10. Telegram from the Chief Commissioner of Burma, No. 136, dated the 16th May 1893.

11. Telegram to the Chief Commissioner of Burma, No. 2160-S. R., dated the 18th May 1893.

12. Telegram from the Government of Bombay, No. 38-M., dated the 19th May 1893.

13. Telegram to the Government of Bombay, No. 2186-S. R., dated the 20th May 1893.

14. To the Chief Commissioner of Burma, No. 2198-S. R., dated the 23rd May 1893.

15. From the Government of Bombay, No. 53 (Marine), dated the 27th May 1893.

16. Telegram from the Secretary of State for India, dated the 15th June 1893.

17. Telegram to the Secretary of State for India, No. 2561-S. R., dated the 19th June 1893.

18. Telegram from the Secretary of State for India, dated the 22nd June 1893.

19. Despatch from the Secretary of State for India, No. 90 (Revenue), dated the 6th July 1893, and annexures.

20. To the Government of Bombay, No. 3323-S. R., dated the 1st August 1893.

21. From the Government of Bombay, No. 199 (Marine), dated the 31st July 1893, and annexures.

22. Despatch from the Secretary of State for India, No. 114 (Revenue), dated the 31st August 1893, and annexures.

23. From the Government of Bombay, No. 270 (Marine), dated the 24th October 1893, and annexures.

24. To the Governments of Madras, Bombay and Bengal, and the Chief Commissioner of Burma, No. 4975-S. R., dated the 16th November 1893.

25. From the Port Officer, Rangoon, to the Secretary to the Board of Trade, London, Marine Department, No. 63—3-M. S., dated the 6th May 1893.

26. From the Secretary, Marine Department, Board of Trade, London, to the Port Officer, Rangoon, No. 8898-M., dated the 9th June 1893.

The correspondence cited in the preamble has been fully considered, and a re-draft has been prepared of the rules proposed under the Deck and Load Lines Act, 1891. This draft is circulated with this Resolution, and it will be further considered on receipt of replies from the local Governments.

2. Three substantial modifications have been made in the rules which were originally framed and sent to the local Governments for adoption and publication. The first of these is the application of the Summer mark of the Board of Trade for the Indian foul weather or monsoon season instead of the Winter mark. This alteration has been made in consequence of remonstrances addressed to the Government of India and Her Majesty's Secretary of State protesting against the adoption of the English Winter mark for the Indian monsoon season. The Governor General in Council is satisfied that the appeals that have been made are well founded, and that there is no sufficient reason for regarding the Indian monsoon season as being equivalent to the English Winter season. The alteration, it has been ascertained, is entirely acceptable to the ship-owing interest, and it is, in the judgment of the Governor General in Council, reasonable and proper.

3. The second change is the alteration of the periods assigned for the fair and foul seasons. These periods were originally the seasons of fair and foul weather prescribed in the Native Passenger Ships Act, but it is considered that the seasons prescribed for the carriage of passengers under that Act are inappropriate for the purposes of the Deck and Load-Lines Act. The seasons prescribed in the present draft rules have been settled after consultation with the Meteorological Reporter to the Government of India and the principal Port Officers, and it has been ascertained that they are acceptable to the owners and agents of vessels.

4. The third change is the restoration of the W N A mark of the Board of Trade which was omitted from the draft rules as sent to the local Governments. The marks affixed to vessels in India must be such that they can be recognised as valid by the Board of Trade, otherwise vessels proceeding to England with marks affixed in India would require to undergo further survey and marking there, thus duplicating trouble and cost. The Board cannot be expected to recognise any marks other than such as are exactly similar to those prescribed by itself. The marks mentioned in the draft rules are therefore the same as those of the Board of Trade, and the Board will be asked to issue an order recognising their validity.

5. There are some other matters to which the Government of India desire to invite attention. These are stated below :

(i) The Government of Bengal in its letter of the 3rd April 1893 suggested for steamers an additional F W mark corresponding to the I S mark, so as to show without measurement the point beyond which the vessel should under no circumstances be submerged. It has been ascertained however, as will be seen from the correspondence attached to this Resolution, that the Board of Trade was addressed direct on this subject by the Port Officer of Rangoon, and that the Board did not consider an additional mark to be required. The Government of India will therefore take no action in the matter.

(ii) The wide and general terms in which section 5 of Act XVII of 1891 was framed, have been thought to justify the application to foreign vessels of the provisions of Act VII of 1880 respecting load-lines. The Secretary of State has, however, intimated in his despatch of the 31st August 1893, No. 114, that the rules as to surveying and marking cannot be enforced against foreign vessels, although the Port Officers are entitled and required to prevent the departure of such vessels when, in their opinion, the vessels are overloaded : that is to say, foreign vessels are to be treated as being subject to the provisions of Sections 4 to 10 of Act VII of 1880 and the provisions consequential on those sections, but not to the provisions of Sections 33 to 43 of that Act. It is proposed in Section 236 of the Indian Merchant Shipping Bill, 1892, to declare that foreign vessels are to be subject to the provisions of the law as to detention only (and not to those as to load-lines), and meanwhile the local Governments should give instructions to the Port Officers to act upon the distinction here stated, which is in accordance with the law and practice in the United Kingdom.

(iii) In the communications received from the Government of Bombay another matter touching the interpretation of the law is referred. Section 4 of Act XVII of 1891 (Section 43 of Act VII of 1880) exempts from the provisions as to load-lines of Chapter II of Act VII of 1880 ships coming from ports in the United Kingdom having load-lines fixed by the Board of Trade, and also ships registered in a British Possession, being already marked with load-lines recognized as valid by the Board of Trade. It seems to have been doubted whether or not, under this section, such ships are excepted from the whole of the provisions of Acts VII of 1880 and XVII of 1891. This doubt, however, does not appear to be well-founded. The proper construction would seem to be that such vessels are exempt merely from the necessity of being surveyed, marked, and certified over again in British Indian ports, but not from any other provisions of the Acts ; and if the master of any such ship in a British Indian port should overload his vessel or load her deeper than the mark "appropriate to the nature of the voyage" he is about to undertake, he should be dealt

with in the same manner as if his ship had been surveyed, marked, and certified in India.

6. In the communications received from the Government of Madras, it was pointed out that in the ports of that Presidency it was not possible to carry the law into effct efficiently, both because it was difficult accurately to mark vessels in open roadsteads and also because the officials at those ports were not competent to survey and assign marks. The Government of India recognise that these objections are valid as regards all the ports of the Presidency except that of Madras. No marking operations should, therefore, be undertaken in the Presidency of Madras except at Madras itself. The Port Officers should, in every case where a vessel which is required under the law to be marked is about to leave on a voyage, send a report to the authorities at the port of destination, whether that port is the port of Madras or a port in some other Presidency or province, in view to the marking of the vessel at the first port at which facilities for the purpose exist. At Madras it is understood there will be no difficulty in carrying into effect the provisions of the Act.

7. The draft rules will now be sent to Her Majesty's Secretary of State as required in paragraph 2 of Lord Kimberley's despatch of the 6th July 1893, No. 90 (Revenue), for publication in England. They should also be published (one month after the date of this Resolution) as drafts at Calcutta, Bombay, Karachi, Madras, Rangoon, and at such other ports as to the local Government may seem expedient. Copies of the rules and of this Resolution should also be furnished to each Chamber of Commerce and to owners or agents of vessels, with a request that any remarks they may wish to make should be furnished within three months. After the lapse of three months the local Governments should infrom the Government of India whether any objections to the rules have been expressed, sending all such objections.

ORDERED, that copy of the foregoing Resolution, with copy of the correspondence cited therein, and of the draft rules, be sent to the Governments of Madras, Bombay, and Bengal, and to the Chief Commissioner of Burma.

J. E. O'CONOR, Asst. Secy. to the Govt. of India.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

DRAFT NOTIFICATION.

(II)

In exercise of the power conferred by section 40, sub-sections (1) and (2) of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load-Lines Act (XVII of 1891), and with the previous sanction of the Governor General in Council, the Lieutenant-Governor of Bengal is pleased to make the following rules :—

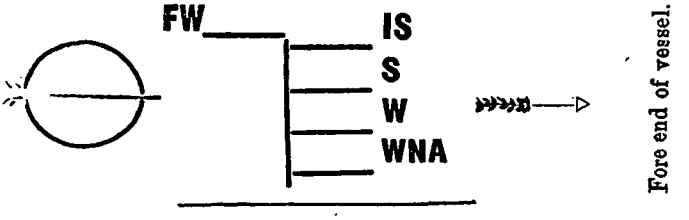
Rules as to Load-Line Marks, Seasons, Certificates, Draught of water and Freeboard.

1. The lines to be used in order to indicate the maximum load-line under different circumstances and at different seasons shall be nine inches in length and one inch in thickness, and the maximum load-line shall be the upper edge of each of such lines.

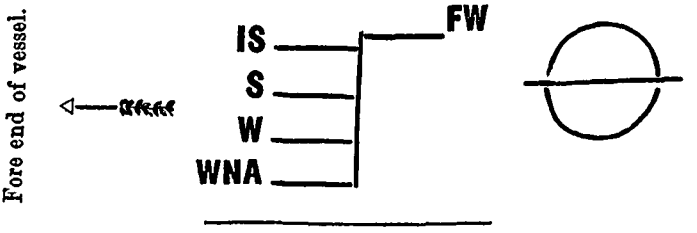
2. The said lines shall be horizontal lines marked on both sides of the ship, extending from and at right angles to a vertical line marked twenty-one inches forward of the centre of the disc. The maximum load-line in fresh water shall be marked abaft such vertical line and the maximum load-lines in salt water shall be marked forward of such vertical line, as shown in the following diagrams :—

FOR STEAMER.

Starboard Side.

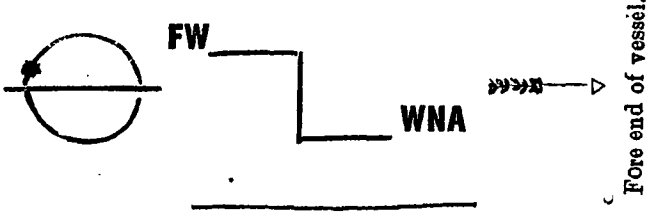


Port Side.

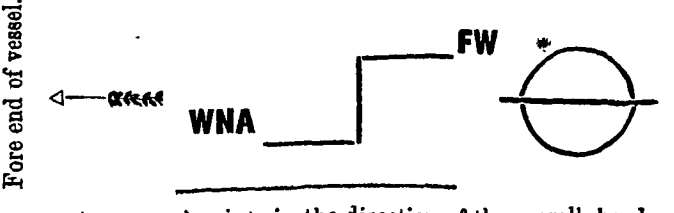


FOR SAILING VESSEL.

Starboard Side.



Port Side.



The arrow ( ) points in the direction of the vessel's head.

The provisions of the Indian Merchant Shipping Act, 1880, Chapter II, shall have effect as if any such maximum load line were drawn through the centre of the disc.

3. Such maximum load lines shall be as follows, namely :—

For fresh water,
„ Indian summer (Indian fair weather season),
„ summer (Indian foul weather season),
„ winter,
„ winter, North Atlantic,

and shall be distinguished by initial letters permanently and conspicuously marked opposite such horizontal lines as aforesaid, such initial letters being as follows :—

F. W.—Fresh water.
I. S.—Indian summer (Indian fair weather season).
S.—Summer (Indian foul weather season).
W.—Winter.
W. N. A.—Winter, North Atlantic.

The upper edge of the horizontal line passing through the centre of the disc shall always indicate the summer freeboard in salt water.

4. Steam-ships shall be marked with such of the horizontal lines as aforesaid as are applicable to the nature of their employment, and sailing ships shall be marked with such of the above-mentioned lines, in addition to the summer load-line, as indicate the maximum load-line for fresh water and for North Atlantic winter, but sailing ships engaged solely in the coasting trade shall only be marked, in addition to the summer load-line, with the line indicating the maximum load-line in fresh water.

5. The said disc, and the lines, or marks, to be used in connection therewith, shall be painted white or yellow on a dark ground, or black on a light ground, and the position of the disc, and of each of the lines, shall, in the case of iron and steel vessels, be permanently marked by centre punch marks, and shall, in the case of wooden vessels, be sunk for their breadths into the planking a depth of not less than one-quarter of an inch.

A diagram showing the distance in feet and inches from the deck line to the centre of the disc and the relative position of the other lines shall be issued with and as a part of the certificate of approval (or alteration) of the load-line.

6. Application for a certificate of approval of the position of the disc or any alteration thereof shall be made by the owner or agent in the Form marked L.L. 1 in the schedule hereto annexed, and the certificate shall be issued in duplicate in the form in the schedule hereto annexed, which is applicable to the case ; one part shall be delivered to the applicant, and the other part shall be forthwith sent to the Port Officer at the port of ——— ———.

The managing owner, agent or master shall also forthwith, on the delivery to him or his agent of any such certificate as aforesaid, cause

the same to be framed and put up in some conspicuous part of the ship so as to be visible to all persons on board the same, and shall cause it to be continued so put up so long as such certificate remains in force and such ship is in use.

On a certificate of approval ceasing to have effect, application shall at once be made by the registered managing owner of the ship for the granting of a new certificate of approval, and the old certificate shall be delivered up to the Government who issued and who shall cancel the same.

7. The master of every British or British Indian ship shall, before she leaves any port in India for the purpose of proceeding to sea, enter in the official log all the particulars stated in the certificate so issued as aforesaid if not previously entered.

8. For the purpose of these rules the following periods shall mean "Indian summer" (fair weather season), and "summer," respectively :—

	Fair season (Indian Summer)	Summer.
(*a*) Bay of Bengal, east of Tuticorin,	15th November to 15th May.	16th May to 14th Nov.
(*b*) West Coast : Sind, Bombay and Malabar.	1st September to 15th May.	16th May to 31st August.

The seasons as prescribed should have reference to the "nature of voyage" in all cases.

9. The following rules are prescribed with respect to certificates of approval and their duration :—

(*a*) As regards iron and steel ships, whether classed or unclassed, and classed wooden ships, the certificate shall cease to have effect if and so soon as the class of the ship (if classed) is either changed or withdrawn, or if and so soon as any deterioration has taken place in the structural condition of the ship, whether classed or unclassed. Such certificate shall be in one of the forms L.L. 2 or L.L. 3 in the schedule hereto, as the case may be.

(*b*) As regards unclassed wooden ships which have been opened out for survey, the certificate shall be granted for a fixed time varying with the age and condition of the ship at the expiration of which it shall cease to have effect. Such certificate shall be in the form L.L 3A in the schedule hereto.

(*c*) As regards unclassed wooden ships which have not been opened out for survey, no limit of time shall be imposed in the certificate, which shall be in the form L.L. 3B in the schedule hereto.

10. For the purpose of these regulations the expression "amidships" shall mean the middle of the length of the load water line as measured from the fore side of the stem to the aft side of the stern post.

Officers entrusted with assignment of Freeboard and the survey of vessels reported to be overladen will be guided by the Tables of Freeboard issued by the Board of Trade and as modified or supplemented by the Board from time to time.

SCHEDULE.

FORM L.L. 1.

APPLICATION for CERTIFICATE of APPROVAL of the position of a LOAD LINE DISC under the provisions of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891).

APPLICATION is hereby made to for a certificate of appoval of the position [or alteration of the position] of a load line disc on the Official No. [The vessel is classed in] is not classed].

The vessel is (is not) intended to be employed in the North Atlantic trade.

No previous application has been made for a certificate of approval of the position [or alteration of the position] of a load line disc on this vessel to any other authority appointed in accordance with the Indian Merchant Shipping Act (VII of 1880) as amended by the Deck and Load Lines Act (XVII of 1891) [except in respect of a previous certificate dated , which has expired (or ceased to have effect)].

Dated this day of 18 .

Managing Owner (Agent).

FORM L.L. 2.

CERTIFICATE of APPROVAL of the Postion [or alteration of the position] of the DISC on the steamship " ," Official No. , in pursuance of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891).

[I, , a Surveyor employed by , and specially authorised by in this behalf]

[*or* I, , an officer of the Government of] have approved on behalf of the Government of the position [or alteration of the position of the disc on the steamship [*or* ship] " ," Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act, 1876. [Indian Merchant Shipping Act, 1880].

This certificate is to remain in force only so long as the vessel remains in her present class, if class, and no material deterioration has taken place in her present structural condition, whether classed or unclassed.

Dated this day of 18 .

(*Signed*)

FORM L.L. 3.

CERTIFICATE of APPROVAL of the Position [or alteration of the position] of the Disc, on the sailing ship " , " Official No. , in pursuance of the Indian Merchant Shipping Act (VII of 1880) as amended by the Deck and Load Lines Act (XVII of 1891).

[I, , a Surveyor employed by , and specially authorized by in this behalf]

[*or* I, , an officer of the Government of have approved, on behalf of the Government of , the position [or alteration of the position] of the disc on the steamship [*or* ship] " ," Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act, 1876. [Indian Merchant Shipping Act, 1880.]

This certificate is to remain in force only so long as the vessel remains in her present class, if classed, and no material deterioration has taken place in her present structural condition, whether classed or unclassed.

Dated this day of 18 .

(Signed)

POSITION OF LINES TO BE USED IN CONNECTION WITH THE DISC.

Maximum load-line in fresh water, feet inches above the centre of the disc .

Maximum load-line in winter, North Atlantic, feet inches below the centre of the disc.

Note.—In accordance with the rules made by the Government of India the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the Official log. This certificate must also be framed and put up in some conspicuous part of the ship.

If, and so soon as the class of the ship, if classed, is either changed or withdrawn, or if and so soon as any deterioration takes place in the structural condition of the ship, whether classed or unclassed, this certificate will be cancelled, and must be delivered to the Government for that purpose, and the owner will then be entitled to apply either to the original load-line authority, or to any other load-line authority approved by the Government, for a new certificate.

L.L. 3A.

CERTIFICATE of APPROVAL of the Position [Alteration of the position] of the Disc, on the sailing ship " ," Official No. , in pursuance of the Merchant Shipping Act, VII of 1880, as amended by the Deck and Load Lines Act XVII of 1891.

The [ ] [ ]

[, an officer of Government] have approved, on behalf of the Government, the position, [or alteration of the position] of the disc on the sailing ship " ," Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of theMerchant Shipping Act, 1876.

[Indian Merchant Shipping Act, 1880.]

This certificate is to remain in force until the day of 18 , and no longer.

Dated this day of 18 .

(Signed)

POSITION OF LINES TO BE USED IN CONNECTION WITH THE DISC.

Maximum load-line fresh water, feet inches above the centre of the disc.

Maximum load-line in winter, North Atlantic, feet inches bellow the centre of the disc.

Note.—In accordance with the regulations made by the Government, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. The certificate must also be framed and put up in some conspicuous part of the ship.

From and after the said day of 18 , this certificate will be cancelled and must be delivered to the Government, for that purpose, and the owner will then be entitled to apply either to the original load-line authority, or to any other load-line authority approved by the Government, for a new certificate.

L.L. 3B.

CERTIFICATE of APPROVAL of the Position [Alteration of the position] of the Disc on the sailing ship " ," Official No. , in pursuance of the Merchant Shipping Act, 1876 [Indian Merchant Shipping Act, 1880].

The [ ]

[ ]

[I, , an officer of the Government] have approved, on behalf of the Government, the position [or alteration of the position] of the disc on the sailing ship " ," Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act, VII of 1880.

This certificate is to remain in force as long as the vessel remains in her present class, if classed, and no material deterioration has taken place in her present structural condition whether classed or unclassed.

Dated this day of 18 .

(Signed)

POSITION OF LINES TO BE USED IN CONNECTION WITH THE DISC.

Maximum load-line in fresh water, feet inches above the centre of the disc.

Maximum load-line in Indian fair whether season, feet inches above the centre of the disc.

Maximum load-line in summer the centre of the disc.

Maximum load-line in winter, or Indian foul weather season, feet inches below the centre of the disc.

Maximum load-line in North Atlantic winter, feet inches below the centre of the disc.

Note.—In according with the rules made by the Government, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. The certificate must also be framed and put up in some conspicuous part of the ship.

BOMBAY CHAMBER OF COMMERCE, 23*rd October* 1894.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I have the honor, by direction, to inform you that the Chamber having had under consideration the draft rules under the Deck and Load Lines Act received under cover of your No. 210 of 17th September, approves of the provisions thereof with the exception of the date fixed for the termination of the fair season of Indian Summer on the West Coast—15th May. This they consider should be altered to not earlier than 25th May, as the South West Monsoon seldom or never sets in here until the end of May, and the fast and powerful steamers in which the trade of this port is now conducted easily run out of the influence of the monsoon within three or four days of their departure.—I have, &c.,

JOHN MARSHALL, Secretary.

CIRCULAR.

BOMBAY PORT OFFICE, 14*th December* 1894.

With reference to the Draft, Deck and Load Lines rules published in Government Notification No. 82, dated Bombay Castle, 2nd October 1894, and which it is expected will come into force early next year, Owners, Agents and Masters of vessels are informed that Mr. Bomanjee Sorabjee Wadia, Acting Shipwright Surveyor, has been appointed at the Port of Bombay to approve and certify the position, &c., of discs, and that Officer is prepared to undertake the duty at once, and Owners, Agents and Masters are recommended to make early application for certificates of position of discs with a view to avoid detention of their vessels when the Act is again enforced.

2. The position of discs is assigned in accordance with tables framed by the Load Lines Committee of the United Kingdom, *vide* section 39 (1) Act. XVII 1891, and no alteration canbe made in the rules which will interfere in any way with the positions which are assigned before the rules under the Act are passed.

MAURICE BEAN, Commander, R. I. M.,
Port Officer, Bombay.

Are we to understand that steamers marked at home by Board of Trade are obliged to get a certificate in Bombay—if so we hope Agents will combine to protest.

KILLICK, NIXON & Co.

We quite concur with Messrs. Killick, Nixon & Co.

JAMES MACKINTOSH & Co.

Vessels marked in the U. K., or British possessions are exempted by section 43, Act XVII 1891.

MAURICE BEAN, Port Officer.

BOMBAY CHAMBER OF COMMERCE, 16*th November* 1894.

The SECRETARY, CHAMBER of SHIPPING of the UNITED KINGDOM, London.

DEAR SIR,—Referring to my letter of 26th October 1893, I am now directed to wait upon you with the accompanying copy of draft rules framed by Government under the Deck and Load Lines Act XVIII. of 1891. I am to add that these rules have been duly considered by my Committee, and they have addressed Government approving of the provisions of the same with the exception of the date fixed for the termination of the fair season or Indian summer on the West Coast—15th May. This they have suggested should be altered to not earlier than 25th May as the South-west monsoon seldom or never sets in here until the end of May, and the fast and powerful steamers in which the trade of Bombay is now conducted, easily run out of the influence of the monsoon within three or four days of their departure.—I am, &c.,

JOHN MARSHALL, Secretary.

Indian Load Line Regulations.

CHAMBER OF SHIPPING OF THE UNITED KINGDOM,
LONDON, *December 24th* 1894.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I am duly in receipt of your letter of the 16th ultimo, for which I beg to thank you.

I now enclose for your information copy of a letter which I am to-day addressing to the Under Secretary of State for India upon the above subject, and I shall be greatly obliged if your Chamber will kindly do what it can to support the requests contained in that letter.

I trust, also, that you will be kind enough to keep me advised of any further proceedings of the Indian Government with respect to this matter.—Yours, &c.,

W. H. COOKE, Secretary.

CHAMBER OF SHIPPING OF THE UNITED KINGDOM,
LONDON, *December 24th* 1894.

The UNDER SECRETARY of STATE for INDIA, INDIA OFFICE, S.W.

SIR,—Referring to the Indian Load Line Regulations printed on pages 531—7 of the "Board of Trade Journal" for last month, I am directed by the President of this Chamber to respectfully urge, through you, upon the Government of India that with regard to the marking, etc., of Load Lines, British vessels which have complied with the requirements of the British "Merchant Shipping Acts" shall be exempted from the provisions of the "Indian Merchant Shipping Act" upon the subject, and, also from any "regulations" which may be framed with respect to the same under any of the Indian Acts.

I am, further directed, through you, to respectfully urge upon the Government of India that the termination of the Fair Season upon both the East and the West Coasts of India should be extended to the 25th May instead of the 15th May as proposed in the Draft Regulations on Load Lines now under consideration by the Government of India.—I have, &c.,

W. H. COOKE, Secretary.

APPENDIX L.

RULES UNDER THE INDIAN STEAM-SHIPS ACT.

No. 70.

BOMBAY CASTLE, 22*nd August* 1894.

The following draft of rules which it is proposed to make under Section 24 of the Indian Steam Ships Act VII of 1884, as amended by Act III of 1890, to regulate the making of Surveys at the Port of Aden under the said Act, is published for the information of persons likely to be affected therby :—

1. No application for the survey of a steam ship at the Port of Aden shall be attended to unless it is—

(*a*) made between the hours of 10 A. M. and 5 P. M. and

(*b*) made on some day other than Sunday or a close holiday,

(*c*) on a printed sheet in the form No. 1 hereto annexed, which will be supplied for the purpose at the Port Office,

(*d*) is lodged at the Port Office at least three clear days before the day on which it is desired that the Survey shall take place, and

(*e*) accompanied by a declaration stating that the fees due in respect of the survey have been paid, and specifying the amount and date of such payment.

2. Upon receipt of an application for survey the Port Officer shall, after verifying the declaration as to payment of fees, fix in communication with the Surveyors a date and hour at which the survey shall be commenced and shall forward to the applicant an intimation of the date and hour so fixed, together with a list of the requisite preparations for the survey of the steam ship. The said intimation and the list shall be in the form No. 2 hereto annexed.

3. If every part of the steam ship is not ready for survey at the time so appointed, or if the requisite preparations have not been made in accordance with the list forwarded to the applicant under the last rule, the Surveyors may fix some other convenient time for the survey.

If the Surveyors are unavoidably prevented from being present at the time fixed, the earliest possible intimation shall be sent to the applicant, and some other time convenient to the applicant and to the Surveyors shall be fixed for the survey.

4. If the Surveyors find that any defect exists in the hull, machinery or equipment of a steam ship, they shall, before refusing to give a declaration regarding the ship under Section 11 of the Act, address a letter in the form No. 3 hereto annexed to the owner or master of a steam ship, pointing out such defect and specifying the nature of the repairs, &c., necessary to make good the same.

If the Surveyors are subsequently informed by the owner or master that the requisite repairs, &c., have been executed, they shall, with the approval of the Port Officer, pay one or more extra visits to the steam ship, and thereafter either give or refuse a declaration as they shall think proper.

5. Every declaration of survey furnished under Section 11 of the Act shall be in form No. 4 hereto annexed and shall contain the several particulars therein prescribed.

6. Certificate of Survey shall be in form No. 6 attached to these rules or in such other form as the Governor General in Council may hereafter direct.

7. The notice to be given under Section 13, sub-section (3) of the Act to the owner or master of a steam ship, when a certificate is ready for delivery, shall be given in form No. 5 hereto annexed.

8. All correspondence relating to survey of steam ship should be addressed as follows :—

THE PORT OFFICER,
PORT OFFICE,
ADEN.
Steam-Ship Survey Department.

9. The duties of the Surveyors making a survey shall be regulated by the instructions published in the United Kingdom for the guidance of the Surveyors appointed by the Board of Trade, but all references required by those instructions to be made to the Board of Trade and its officers shall, in the Port of Aden, be made to the Resident through the Port Officer, Aden.

10. Two Surveyors shall be employed in making a survey.

11. A fee at the following rates shall be payable in respect of survey :—

	Tons.	Rupees.
For Steam-ships of less than	200	40
" " " 200 tons up to	350	50
" " " 350 " "	700	60
" " " 700 " "	1,000	80
" " " 1,000 " "	1,500	100
" " " 1,501 & upwards		120

12. For a second survey applied for by the owner or master under sub-section (1) of Section 21 of the said Act, the fee payable shall be double the rates prescribed in Rule 11.

APPENDIX M.

RULES UNDER THE INDIAN PORTS ACT, 1889.

No. 96.

MARINE DEPARTMENT,
BOMBAY CASTLE, 26*th November* 1894.

The following alterations which it is proposed to make in the rules made under Section 6 of the Indian Ports Act, 1889, and published under Government Notification No. 97, dated 16th December 1885, are published for the information of persons likely to be affected thereby.

The alterations will be taken into consideration on or after the 1st January 1895, when any objections or suggestions received before that date will also be considered :—

1. For the following wording in clause (1), viz. " No vessels of and exceeding 100 feet in length shall attempt to turn in the inshore channel, hereinafter defined, between the extreme north-east corner of the Carnac Bandar and the buoy marking the south-west entrance of Cross Island reef," substitute " No vessels of or exceeding 100 feet in length hall attempt to turn in the inshore channel as defineds in clause (3)."

2. For clause (3) substitute the following :

The inshore channel before referred to comprises that area of water bounded as follows :

On the north by a line drawn from the north extreme of Carnac Bandar sea wall to the extreme north point of Cross Island. On the south by a line drawn from the Tower of St. Xavier's College to the north side of the Pilgrims dharmshala and continued to the east limit. On the east by a line drawn from the Malet Shelf beacon through the beacon on the N. W. extreme of Cross Island reefs and continued to the south limit. On the west by a line drawn along the sea walls of the Carnac and Mody Bandars and continued to the south limit.

By order of His Excellency the Right Honourable the Governor in Council,

C. A. CUNINGHAM, Brig.-General,
Secretary to Government.

APPENDIX N.

RULES UNDER THE NATIVE PASSENGER SHIPS ACT, 1887.

No. 2552.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 9*th July* 1894.

In exercise of the powers conferred by clause (*a*) of Sub-section (2) of Section 53 of the Native Passenger Ships Act, 1887, the Governor in Council is pleased, with the previous sanction of the Governor General in Council, to modify the rules made under the said section and published by the Notification specified in the margin, as follows :—

No. 3335, dated 20th August 1890, published at page 860 of the *Bombay Government Gazette*, dated 21st August 1890, Part I.

" In Nos. i and ii of the said rules there shall be added the words ' with gangway ladders ' after the word ' gangway.'

" To No. ii of the said rules there shall be added the following, viz. :

Provided that at ports at which the Bombay Steam Navigation Company have specially provided for the landing of passengers boats not less than 30 feet in length and 9 feet in breadth and flush with the steamer's main deck, the said Bombay Steamship Navigation Company may embark and discharge passengers from and into the said boats without using gangway ladders.

" For No. iii of the said rules there shall be substituted the following, viz. :

No Master of any ship shall permit any Passenger

(*a*) *to be discharged* at any port until all passengers who are to be embarked thereat have been embarked ;

(*b*) *to be embarked* on any portion of the ship except the aft portion of the deck ; or

(*c*) *to be discharged* at any portion of the deck except the fore portion thereof."

By order of His Excellency the Right Honourable the Governor in Council,

G. W. VIDAL,
Acting Chief Secretary to Government.

DRAFT RULES UNDER THE INDIAN EXPLOSIVES ACT, 1884.

No. 10515.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 20*th December* 1894.

In exercise of the powers conferred by Section 7 of the Indian Explosives Act, 1884, and with the previous sanction of the Governor General in Council, His Excellency the Governor in Council is pleased, in substitution for No. 27 of the rules published in Notification No. 4116 at page 559 of the *Bombay Government Gazette* for 1887, Part I, to make the following rule :—

The officers hereinundermentioned are authorized, within the areas respectively specified below,

(*a*) to enter, inspect and examine any place, carriage or vessel in which an explosive is being manufactured, possessed, used, sold, transported, or imported under a license granted under the Indian Explosives Act, 1884, or in which they have reason to believe that an explosive has been or is being manufactured, possessed, used, sold, transported, or imported in contravention of that Act or of the rules made under that Act ;

(*b*) to search for explosive therein;

(*c*) to take samples of any explosive found therein, on payment of the value thereof ; and

(*d*) at their discretion to seize, detain, remove and, if necessary, for the public safety, destroy any explosive found therein in respect of which there may be reason to believe that the provisions of the said Act or of the rules made under the said Act have been contravened.

Provided as follows—

(1) Whenever the Superintendent or the Assistant Superintendent of the Gunpowder Factory, Kirkee, or any Magistrate, Subordinate to the District Magistrate, or any Police Officer of rank not below that of Inspector, if specially deputed in that behalf by the Commissioner of Police in the Town and Island of Bombay, seizes, detains or removes any such explosive, he shall report the fact to the District Magistrate or the Commissioner of Police, Bombay, as the case may be.

(2) Neither the Superintendent nor the Assistant Superintendent of the said Factory, nor any Magistrate Subordinate to the District Magistrate, nor any Police officer of rank not below that of Inspector, if specially deputed in that behalf by the Commissioner of Police in the Town and Island of Bombay, shall destroy any such explosive without the previous sanction of the District Magistrate or the Commissioner of Police as the case may be.

Areas.	
In all parts of the Presidency.	The Superintendent of the Gunpowder Factory, Kirkee. The Assistant Superintendent of the Gunpowder Factory, Kirkee.
Within their respective districts.	All District Magistrates.
Within the areas respectively subject to their jurisdiction.	All Magistrates Subordinate to the District Magistrate.
In the Town and Island of Bombay.	The Commissioner of Police. All Police officers of rank not below that of Inspector, if specially deputed in that behalf by the Commissioner of Police.

2. The Superintendent of the Gunpowder Factory at Kirkee, and the Assistant Superintendent are appointed Chief Inspector and Assistant Inspector of Explosives, respectively

APPENDIX O.

ENGLISH BILL FOR THE CONSOLIDATION OF THE LAW RELATING TO MERCHANT SHIPPING.

No. 82 of 1894.

MARINE DEPARTMENT,
BOMBAY CASTLE, 19*th April* 1894.

From The SECRETARY to GOVERNMENT, to The CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward herewith a copy of the English Bill for the consolidation of the law relating to Merchant Shipping and of the papers noted on the margin, and to request that you will have the goodness to favour Government as early as possible with any observations or suggestions which the Chamber may have to offer regarding the Bill.

Despatch from the Secretary of State to the Government of India, No. 154, Revenue, dated 30th November 1893 and enclosures.

Despatch from the Government of India to the Secretary of State, No. 5, Legislative, dated 31st January 1894.

2. I am also to request an expression of the opinion of the Chamber on the points raised in paragraph 4 of the Despatch from the Secretary of State to the Government of India, No. 154, Revenue, dated 30th November 1893.—I have, &c.,

C. A. CUNINGHAM, Brig.-General,
Secretary to Government.

REVENUE, No. 154.

INDIA OFFICE, LONDON, 30*th November* 1893.

To His Excellency the Most Honourable the GOVERNOR GENERAL of INDIA in COUNCIL.

MY LORD MARQUIS,—With reference to your Excellency's letter, No. 2 (Legislative), dated the 18th January 1893, and in continuation of paragraph 3 of my Despatch, No. 127, dated the 21st September 1893, I forward copies of the undermentioned papers regarding the Indian and the British Merchant Shipping Bills, namely,—

India and British Merchant Shipping Bills.

Sir H. Walpole's letter, dated the 1st March 1893, forwarding to the Board of Trade the Indian Merchant Shipping Bill of 1893, with an explanatory note and a letter from the Government of India.

The Board of Trade's reply, No. M-3985, dated the 3rd November 1893.

The Board of Trade's letter, No. E-11022, dated the 29th August 1893, forwarding the British Merchant Bill of 1893, with explanatory note.

Sir A. Godley's reply, dated the 13th October 1893, offering observations on parts of the British Bill.

The Board of Trade's letter, No. M-16067, dated the 21st October 1893.

Sir A. Godley's letter, dated the 30th November 1893, to the Board of Trade.

Ditto, ditto, ditto, to the Foreign Office, 30th November 1893.

2. It will be seen that there are two Merchant Shipping Bills,—one a consolidating Bill before Parliament, applicable to India as well as to other parts of the British Empire ; the other a consolidating and amending Bill before the Indian Legislature, applicable only to India. The Board of Trade suggest that the Indian Bill might with advantage be postponed until the British Bill becomes law. I shall be glad to learn your Excellency's views upon this point. Provided the delay is not very great, and provided the need for an amended law is not very urgent in India, I am, as at present advised, of opinion that it will be better to postpone the Indian amending Bill ; for the Indian law on the subject must on many points be supplementary to and affected by the British law.

3. I forward a copy* of the English Bill and explanatory note for your consideration, and shall be glad to receive at an early date any observations or suggestions that you may wish to offer regarding the Bill.

* 26 copies of the Bill and note were forwarded separately in September last.

4. The Board of Trade have furnished their opinion on the five special points in the Indian Bill to which I drew their attention, but they have abstained from remarking upon that Bill generally. In your reply to the present despatch, it should be stated whether you accept the suggestion of the Board of Trade on special point II., namely, that the registration of Native craft can best be attained by the extension to India of the principle contained in the "Colonial Shipping Act, 1868," or whether you consider it would be preferable to have a special Indian Act providing for such registration. It should also be made clear whether, if you accept the Board of Trade's suggestion on this point, you are prepared to drop the suggestion on special point III., that power should be taken in the British Bill to permit the Government of India to extend to ships of Indian Native States the privileges and advantages of British ships.

5. I shall hereafter communicate to you the result of the reference made to the Foreign office on the subject of applying certain chapters of the Indian Bill to Indian seamen engaged on foreign ships.—I have, &c.,

KIMBERLEY.

ENCLOSURES.—No. I.

INDIA OFFICE, 1*st March* 1893.

The ASSISTANT SECRETARY, Marine Department, Board of Trade.

SIR,—I am directed by the Secretary of State for India in Council to forward copy of a letter* from the Government of India, regarding a Bill which has been introduced into the Indian Legislature, for the amendment and consolidation of the Indian Merchant Shipping Law. The Bill has been forwarded to the local Governments and to the Chambers of Commerce for opinion, together with a memorandum by Mr. F. G. Wigley of the Indian Legislative Department, wherein explanation is given of the principal changes proposed. The Bill was framed to consolidate fourteen entire Acts and parts of ten other Acts, but it is probable that Part X, of the Bill (Sections 350 to 415), relating to inland steam vessels will be dropped for the present.

* No. 2, dated the 18th January 1893, with all enclosures.

2. The Earl of Kimberley will be glad to be favoured with the advice of the Board of Trade on the whole Bill or on any parts of it. But consent or advice of your Board is specially required by the Government of India on certain points before they can proceed with the Bill. Those points are :—

I. It is proposed to retain, or rather to re-enact the provisions of certain Indian Acts whereby Indian coasting vessels, which are not square-rigged and not steamships, are measured under rules laid down in 1841. This can be done in the present state of the law, under Section 547 of the Merchant Shipping Act of 1854, but provisions of that kind cannot take effect until confirmed by her Majesty in Council. The Government of India desire to learn whether such confirmation would probably be accorded to provisions such as are embodied in Sections 10 to 12 and 14 to 16 of the Bill, in the event of such sections, or something like them, being passed by the Indian legislature.

II. It would be desirable to have a special Indian Act for the registration of native craft, such as are described above. But, at present, no such Act can be proposed, as it might conflict with the Merchant Shipping Act of 1854. The Secretary of State for India would be glad to know if the Board of Trade would be prepared to support a provision, giving the necessary powers in this matter to the Indian Legislature, when next the British Merchant Shipping Act comes under revision.

III. Parts of the Indian Acts of 1841 and 1850 provide for giving to ships of Native States in India "the privileges and advantages of British ships." It is desirable that these provisions should be retained and incorporated in the new Indian Merchant Shipping Act. But such incorporation is not possible now that Section 4 of the Statute 3 and 4 Vict. c. 56 has been repealed. The Earl of Kimberley would be glad to know whether the Board of Trade see practical objections to the proposition that the repealed section should be re-enacted. If such re-enactment is practically impossible, then the Government of India must be content to retain the Indian Acts of 1841 and 1850, which are kept alive by the saving clause at the end of Section I of the repealing Statute of 1874.

IV. It is proposed in the Bill to make applicable to the cases of seamen, engaged on foreign ships under Section 63 of the Bill, the following chapters, *viz.* :—

Chapter IX.—Wages and discharge of seamen and settlement of claims.

Chapter XII.—Wages and effects of deceased seamen and apprentices.

Chapter XIII.—Provisions, health, and accommodation.

Chapter XIV.—Complaints by seamen and apprentices.

Chapter XV.—Protection of seamen and apprentices from imposition.

The Government of India think these provisions are as much required in the case of Indian seamen on foreign ships as on British vessels; but they ask the advice of the Board of Trade as to the expediency of applying these chapters in the manner proposed, with reference to any objections that might be raised on the ground of interference with consular jurisdiction. It will be observed that Section 63 includes the cases, not only of seamen who are natives of India engaged at an Indian port, but also of all seamen, natives of Asia or Africa, who may be engaged at Aden. Section 63 does not include the cases of Indian seamen engaged by the master of a British ship at the Straits Settlements.

V. The Government of India also desire the advice of the Board of Trade on Section 116, Clause 4, of the Bill, wherein it is provided that reasonable expenses incurred by the owner of a British ship registered in India in respect of the illness or burial of her master may be deducted from the wages of such master. With reference to Section 228 of the Merchant Shipping Act, 1854, the Government of India desire to know whether the inclusion of "Masters" in this section is correct.

3. It will be in your recollection that the Board of Trade desire to have a copy of the new Bill (Mr. G. Swanson's letter No. 15601, dated the 30th September 1892) for transmission to the Health Officer of the Port of London, and I am directed accordingly to forward a second copy of the Bill for that purpose.—I am, &c.,

HORACE WALPOLE.

No. 2.

BOARD OF TRADE, (MARINE DEPARTMENT),
LONDON, S. W., *3rd November* 1893.

The UNDER-SECRETARY of STATE for INDIA.

SIR,—With reference to your letter of the 1st March last, No. 194, forwarding a copy of a Bill introduced into the Indian Legislature for the Amendment and Consolidation of the Indian Merchant Shipping

law, and requesting that the Earl of Kimberley might be furnished, with the consent or advice of this department, upon certain points raised in your letter, I am directed by the Board of Trade to offer the following observations :—

I. The Board of Trade, as at present advised, see no objection to a confirmation of the provisions of clauses 10 to 12, and 14 to 16 of the Bill (or similar provisions) regulating the measurement of Indian coasting vessels under rules laid down in 1841, in the event of such provisions being adopted by the Indian Legislature.

II. While the Board are in favour of the principle of a special Indian Act for the registration of native craft, it is for consideration whether this might not be best attained by the extension to India of the principle contained in the "Colonial Shipping Act, 1868," whereby certificates of registry may be issued to ships under 60 tons burden by Governors of British Possessions, subject to such regulations as may be thought desirable.

III. If the preceding suggestion as to the extension of the "Colonial Shipping Act, 1868," be adopted, the question raised under this head of your letter would apparently drop, as according to Section 2 of that Act such ships would be deemed "registered British ships."

IV. The Board see no objection in principle to the extension of the provisions named to Indian and other Asiatic and African seamen engaged on foreign ships, but they desire me to point out that the provisions of Clause 63 (4) of the Bill, so far as they relate to natives of Asia and Africa other than British subjects, would not be operative, as Section 211 of the Merchant Shipping Act, 1854, only applies to the relief in foreign ports of seamen who are subjects of Her Majesty or foreign seamen discharged from British ships.

The question of any objection being raised to the proposed application of the Clauses referred to on the ground of interference with Consular jurisdiction would appear to be one for the consideration of the Foreign Office.

V. The Board of Trade see no reason to object to the inclusion of Masters in Clause 116 (4) of the Bill.

I am to add, that the Board of Trade do not think it necessary at present to offer any observations with regard to points in the Bill not specifically raised in your letter. They desire me, however, to point out that, as you are aware, a Bill for consolidating the present Imperial Merchant Shipping Acts has already been introduced into Parliament; and I am to suggest, for the consideration of the Earl of Kimberley, whether it might not be advantageous to defer further progress with the Indian Merchant Shipping Bill until the Imperial Bill has become law.—I have, &c.,

COURTENAY BOYLE.

No. 3.

BOARD OF TRADE, WHITEHALL GARDENS, *29th August* 1893.

The UNDER-SECRETARY of STATE for INDIA.

SIR,—I am directed by the Board of Trade to transmit to you to be laid before the Earl of Kimberley, the accompanying copy of a Merchant Shipping Consolidation Bill, which has been introduced in the House of Commons, together with a copy of the accompanying memorandum and notes.

The Board of Trade would be glad to be favoured with any observations which his Lordship thinks proper to submit upon the subject of the provisions of the Bill in so far as they affect the India Office.

I am to add, that the Bill as stated in the memorandum is intended to be a measure of pure consolidation only, and that it is not proposed in connection with this Bill to suggest any amendment of the law.

It will be observed that, the Bill having been introduced, it is important that so greatly needed a consolidation of the law of merchant shipping should be proceeded with as speedily as practicable, and the Board of Trade will therefore be glad to receive any observations with the least possible delay.—I have, &c.,

COURTENAY BOYLE.

No. 4.

INDIA OFFICE, *13th October* 1893.

The ASSISTANT SECRETARY, BOARD of TRADE.

Sir,—I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter of the 29th ultimo, with accompanying copy of a Merchant Shipping Consolidation Bill, and in reply to submit the following observations for the consideration of the Board of Trade.

Clause 4. As regards Calcutta, Madras, and Bombay, in each case the Port Officer is the Registrar of Ships.

Clause 62. If this Clause is applicable to India it would be necessary to add after the words one "shilling" (twice used) some such phrase as "or the equivalent thereto."

Clause 96. After the words Her Majesty's Navy (line 2 and line 5) the words "or Royal Indian Marine" should be inserted.

Clause 119. See (1) "any port in India" should read "any port in British India."

Section III. This Clause should read "Where any Lascar bound by the Agreement is, on arriving at any such port, required to enter into any such further agreement as aforesaid, the officer appointed by the Secretary of State in Council of India may, on application of a master, and on payment of such fee not exceeding ten shillings or the equivalent thereto as the Secretary of State in Council of India may direct, &c.

Clause 176. The "Secretary of State" should read the "Secretary of State in Council of India" throughout.

Clause 738. Sub-section 40, the word "seaman" should be placed after "native" in the definition of a "lascar."

I am further directed to explain that these observations have been made in view of the urgency to which you draw attention in the concluding paragraph of your letter under reply, but it is scarcely possible to deal satisfactorily with the subject under consideration without consulting the Government of India. You are aware from the India Office letter of the 1st March last that a Bill has been introduced into the Indian Legislature for the amendment and consolidation of the Indian Merchant Shipping Law, and it is possible that the measure in question may be modified consequent upon the report of the Departmental Committee recently appointed to consider the Mahamedan pilgrim traffic.

In these circumstances, as soon as a reply is received from the Board of Trade to the reference made to them, as before stated on 1st March last, the Earl of Kimberley proposes to forward to the Government of India the present correspondence, together with the papers connected with the other matters to which I have alluded, and to invite their opinion upon the subject as a whole.—I am, &c.,

A. GODLEY.

No. 5.

BOARD of TRADE (MARINE DEPARTMENT),
LONDON, S.W., 21*st October* 1893.

The UNDER-SECRETARY of STATE for INDIA.

Sir,—I am directed by the Board of Trade to acknowledge the receipt of your letter of the 13th instant, submitting the observations of the India Office upon the provisions of the Merchant Shipping Bill now before Parliament, and I am to request you to be good enough to state to the Earl of Kimberley that the various points to which attention is directed shall receive careful consideration.—I have, &c.,

C. CECIL TREVOR.

No. 6.

INDIA OFFICE, 30*th November* 1893.

The SECRETARY to the BOARD of TRADE.

SIR,—In reply to your letter, dated the 3rd November 1893, I am directed to state that the Earl of Kimberley has commended to the Government of India the suggestion that the India Merchant Shipping Bill should be postponed until the British Bill on the same subject

becomes law, and he has invited the Indian Government to forward at an early date any observations they may desire to offer upon the Merchant Shipping Bill now before Parliament.—I am, &c.,

HORACE WALPOLE.

No. 7.

INDIA OFFICE, 30*th November* 1893.

The UNDER SECRETARY of STATE, FOREIGN OFFICE.

SIR,—I am directed by the Secretary of State for the India to forward copies of the papers noted in the margin, * concerning the Merchant Shipping Bill now before the Indian Legislature.

* Letter from Government of India, No. 2, dated 18th January 1893.
Indian Merchant Shipping Bill of 1892, with explanatory note.
Extract paragraph IV of Sir H. Walpole's letter to the Board of Trade, dated 1st March 1893.
Extract paragraph IV of Board of Trade's reply, dated 3rd November 1893.

The Bill proposes to make certain chapters, relating to Indian seamen, applicable to the cases of such seamen on foreign as well as on British vessels and they inquire whether any objection would be raised to this course by foreign powers on the ground that such provisions, regarding the Indian seamen on foreign vessels, would interfere with consular jurisdiction. The Earl of Kimberley would be glad to receive the advice of the Foreign Office on this point.—I have, &c.,

HORACE WALPOLE.

No. 5.

31*st January* 1894.

From the GOVERNMENT of INDIA, Legislative Department, to the SECRETARY of STATE for INDIA.

We have the honour to acknowledge the receipt of Your Lordship's Despatch No. 154 (Revenue), dated the 30th November, 1893, relative to the Indian and the British Bills for the consolidation of the law relating to Merchant Shipping

2. It is suggested in paragraph 5 of the letter from the Board of Trade, No. 3985 M., dated the 3rd November, 1893, that it might be advantageous to defer further progress with the Indian Bill until the British Bill becomes law. A like suggestion has recently been made by the Bengal Chamber of Commerce in their letter to the Government of Bengal, No. 1356-93, dated the 22nd December 1893, of which a copy has been sent to your Lordship as No. 8 of the Papers relating to the Indian Bill. We have considered this suggestion, and are strongly of opinion that its adoption would be unadvisable. The passing of the British Bill may not improbably be deferred for years, while we consider it a matter of urgency that the Indian Bill should be passed as soon as possible. Not only has the consolidation of the Indian law been called for by the public, but there are several important amendments in that law which have been held over for incor-

poration in the Bill. Moreover, as the British Bill is merely a consolidating measure and is not designed to make any substantial amendments in the law, there seems to us to be the less reason for postponing on its account the passing of the Indian Bill. Should any important amendments of the law be ultimately introduced into the British Bill, the corresponding amendments can then be made in the law of India without any inconvenience comparable to that which would be involved in an indefinite postponement of legislation on the subject. We may add that in any case the Indian Bill cannot be passed during the present session of the Council.

3. We purpose addressing Your Lordship separately on the matters referred to in paragraphs 3 and 4 of the despatch under acknowledgment.

BOMBAY CHAMBER OF COMMERCE, 30*th May* 1894.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I have submitted to the Committee of the Chamber your letter No. 82, of the 19th ultimo, with accompaniments, asking for any observations or suggestions the Chamber may desire to offer regarding the English Merchant Shipping Consolidation Bill, as also for an expression of opinion on some points raised in paragraph 4 of the Despatch from the Secretary of State to the Government of India, No. 154 of 30th November 1893.

2. In reply, I am directed to say that the Chamber has no suggestions or observations to offer regarding the provisions of the English Bill, but with reference to the question raised in para 2 of the Despatch above mentioned, my Committee hold that there is no urgent need of the Indian Bill being passed immediately, and unless therefore there is a possibility of the passing of the English Bill being indefinitely postponed they would favor the Indian Bill being kept back until the English Bill has been passed into law.

3. As to the points raised in para 4 of the Despatch, the Committee of the Chamber are of opinion that the registration of Native Craft can best be attained by a special Indian Act, and they would advocate the Government of India being permitted to extend to ships belonging to Indian Native States the privileges and advantages of British ships.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX P.

BILL TO VALIDATE CERTAIN CERTIFICATES GRANTED TO ENGINEERS OF STEAM-SHIPS.

No. 13 of 1894.

A Bill to validate certain certificates granted to Engineers of Steam-ships.

Whereas the Steam-vessel Survey Amendment Act of 1873 was repealed by the Inland Steam Vessels Act, 1884, which came into force in the territories administered by the Governor of Bombay in Council on the first day of December 1885;

And whereas between the said day and the seventh day of February 1893, certain certificates styled "Indian Foreign Trade Certificates of Competency" were inadvertently granted in Bombay in pursuance of rules made under the said Steam-vessel Survey Amendment Act of 1873, and without regard to the provisions of the Indian Steam-ships Act, 1884;

And whereas it is expedient to validate the said certificates;

It is hereby enacted as follows:

Title and commencement.

1. (1) This Act may be called the Engineers' Certificates Validation Act, 1894; and

(2) It shall come into force at once.

Validation of "Indian Foreign Trade Certificates of Competency" granted in Bombay to engineers of steam-ships.

2. The certificates described as "Indian Foreign Trade Certificates of Competency," which were granted under the authority of the Governor of Bombay in Council between the first day of December 1885, and the seventh day of February 1893 (both inclusive), to certify to the competency of the grantees thereof to act as engineers of steam-ships, shall be deemed to have been granted under the Indian Steam-ships Act, 1884, and shall be recognized as valid for voyages of those classes with reference whereto they were granted: Provided that nothing herein contained shall be deemed to affect such certificates in any other respect.

STATEMENT OF OBJECTS AND REASONS.

30*th August* 1894.

The object of this Bill is to validate certain certificates which were granted in Bombay during the years 1885-1893 to Engineers of Steam-ships under a misapprehension as to the law in force at the time.

J. WESTLAND.

APPENDIX Q.

CERTIFICATES OF ORIGIN FOR GERMANY.

BOMBAY, 20*th March* 1894.

From F. W. K. VON SYBURG, ESQ., H. I. G. M.'s Consul, to JOHN MARSHALL, ESQ., Secretary, Chamber of Commerce, Bombay.

SIR,—With reference to the previous correspondence on the subject of certificates of origin, I have the honor to inform you that according to instructions received to-day by telegram from the Foreign Office, Berlin, no certificates are required in future for exports of grain or pulse from India to Germany.—I have, &c.,

F. VON SYBURG,
H. I. G. M.'s Consul.

APPENDIX R.

CERTIFICATES OF ORIGIN FOR RUSSIA.

[No. 2922-Stats.]

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Customs.

SIMLA, *8th June* 1894.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, for the information of the Chamber, copy of the letters quoted in the margin, from Her Majesty's Foreign Office to the Under Secretary of State for India, regarding the requirement of Certificates of Origin for goods imported direct into Russia from British dependencies claiming the most-favoured-nation treatment. A copy of the Regulations, published on pages 434-35 of the Board of Trade Journal for April 1894 and referred to in the Foreign Office letter of the 8th May last, is also enclosed.—I have, &c.,

R. & S. 409, dated 21st March 1894.
R. & S. 714, dated 8th May 1894.

J. E. O'CONOR,
Assistant Secretary to the Government of India.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

ENCLOSURE OF LETTER No. 2922-STATS OF 1894.

No. R. & S. 409.

21st March 1894.

From SIR EDWARD GREY, BART., Under-Secretary of State for Foreign Affairs, to the UNDER-SECRETARY of STATE for INDIA.

I am directed by the Earl of Kimberley to state to you, for the information of Mr. Secretary Fowler, that according to a telegram from Her Majesty's Minister at St. Petersburg, Certificates of Origin will, even after the coming into force of the new Commercial Treaty between Germany and Russia, be necessary in order to secure the lowest rates of duty to British goods imported into Russia.

New Regulations on this subject will, it is expected, be published in Russia in a few days' time.

No. R. & S. 714.

8th May 1894.

From SIR EDWARD GREY, BART., Under-Secretary of State for Foreign Affairs, to the UNDER-SECRETARY of STATE for INDIA.

With reference to the concluding paragraph of the letter from this Office of the 21st of March last, I am directed by the Earl of Kimberley to request that you will inform the Secretary of State for India in Council that the new Russian Regulations respecting Certificates of Origin were published on page 434 of the Board of Trade Journal for last month, copy of which is enclosed. Should any further changes or modifications be effected, they will be made public through the same channel.

Extract from the Board of Trade Journal for April 1894.

REGULATIONS AFFECTING IMPORTATION OF BRITISH GOODS.

Mr. H. Howard, Her Majesty's Minister at St. Petersburg, in a despatch to the Foreign Office, dated the 20th March, transmits the following translation of such sections of a Circular issued by the Russian Customs authorities in connection with the Russo-German Commercial Treaty, as have reference to the importation of British goods into the Russian Empire:—

The products of Germany [as well as of other countries, with the exception of those products of which are, by paragraph III Circular of June 25th, 1893, No. 122, subject to the general tariff] the freight documents relating to which are presented to the Customs authorities in the regular manner, after the commencement of work in the Customs houses, on March 20th, 1894, are to be taxed for duty according to the lowest of the rates fixed by the conventions with France and Germany, but subject to the condition that such goods be accompanied by certificates of origin from countries entitled to these conventional concessions, or stamped with marks indubitably testifying to their origin in such countries. Such certificates can, in all cases, be issued by the authorities and persons named in paragraph 1, *b*. of the regulations of June 10th, 1893. At the same time, when the goods are not imported direct from the country of their origin, but through another country, no certificate from the Customs of the latter country will be required. The Certificates of Origin can be presented either on importation of the goods together with the freight documents, or with the declaration, as well as afterwards, but not later than three weeks from the date of the arrival of the goods in the Custom house.

At the Custom houses on the east coast of the Black Sea and in Tiflis this term will be one month. In case the certificates are presented after the declaration, or in case an inventory of the goods is made in the absence of the declaration or for other reasons, the receiver of the goods should make on the declaration or inventory a written statement as to the origin of the goods. The regulations concerning the rights of the Customs authorities to make an expert examinations of goods, in case of suspicion as to their origin in countries not entitled to the

privileges of the conventional tariffs, as well as the regulations concerning the penalties for false statements as to the origin of goods, remain in full force.

According to the regulations established in 1881, bags exported with Russian grain will be allowed to return free of duty, from the date the treaty (Russo-German treaty, March 20th, 1894) comes into force.

"Accidence" (fines levied for inadvertent wrong declaration, &c.) under article 1480, Custom Regulations, will from March 20th of this year be calculated in all cases at 5 per cent., without regard to the origin of the goods imported.

The provisions of the treaty with Germany, concerning the prolongation to three weeks of the term during which owners of goods present to the Customs authorities their complaints respecting the application of the tariff, or respecting fines, as well as the provisions respecting the rights of shippers of goods to present such complaints within this term, are to be applied independently of either the origin of the goods, or of the nationality or residence of the shippers. The complaints of the shippers can be made in either the French or German languages.

APPENDIX S.

TREATMENT TO BE ACCORDED IN SPAIN TO THE COMMERCE OF GREAT BRITAIN AND HER COLONIES.

No. 98 S.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.
STATISTICS AND COMMERCE.
Customs.

RESOLUTION.

CALCUTTA, 27*th March* 1894.

READ the following despatch from the Secretary of State and its enclosures :—

(No. 17 REVENUE.)

15*th February* 1894.

From the SECRETARY of STATE for INDIA (EARL of KIMBERLEY), to the GOVERNMENT of INDIA.

I forward, for the information of Your Excellency's Government, copy of a Spanish decree respecting the treatment to be accorded from the 1st January 1894 to the Commerce of Great Britain and her Colonies, together with a copy of the *Board of Trade Journal* for January, which at page 47 explains the effect of the decree.

2. I also forward copy of correspondence relating to a Spanish order of 1892, authorizing the issue by Spanish Chambers of Commerce of certificates of origin in favour of British goods shipped to Spain.

Copy of a Spanish decree respecting the treatment to be accorded from the 1st January 1894 as a provisional measure to the Commerce of Great Britain and her Colonies :

Extract from the *Madrid Gazette* of January 1st 1894.

PRESIDENCY OF THE COUNCIL OF MINISTERS.

Preamlle.

(Translation in precis.)

In view of the fact that the Conventions concluded with Norway, Sweden, Switzerland, and Holland come into operation on the 1st January, while the Commercial Treaties with Germany, Austria, and Italy, the Conventions with Great Britain and Denmark, and the Provisional Agreement concluded with France are awaiting ratification, it becomes necessary to adopt certain measures for establishing a legitimate reciprocity until the Cortes shall have met, discussed the Conventions, and submitted their suggestions for Royal sanction. These measures should not differ from those adopted in the case of nations with whom we have recently concluded Treaties, and those which, in virtue of past Agreement, are entitled to most-favoured-nation treatment, in view of the Conventions coming into force on the 1st January.

With regard to those nations which have not yet concluded new Commercial Agreements, and those coming under the Second Column of the Tariff in virtue of the Royal Order of the 29th June, 1892, it is impossible to introduce any change until a more satisfactory arrangement is arrived at.

PRAXIDES MATEO SAGASTA.

MADRID, *December* 31*st*, 1893.

ROYAL DECREE.

In the name of my august son, King Alphonso XIII, and as Queen-Regent of the Realm, at the instigation of the Council of Ministers, I hereby decree as follows :

Article 1.—From the 1st January next, and pending the deliberations of the Cortes on the Project of Law to be immediately laid before them, the most reduced (" mas reducidos ") Tariff and further advantages resulting from the Commercial Conventions with Sweden, Norway, Switzerland, and Holland shall be applied to the products of the soil and industries of Germany, Austria-Hungary, Denmark, France, Great Britain and her Colonies, and Italy, subject to the same conditions as those under which those benefits are conceded.

Article 2.—Similar rights and immunities shall be applied to those nations possessing the most-favoured-nation clause in Treaties of Commerce, Peace, or Friendship, which have not been named.

Article 3.—The duties of the Second Colounn of the Tariff shall continue to be levied in the form now applying to the products of the soil and industries of all other nations entitled to this advantage, in virtue of the Royal Order of the 29th June 1892.

Article 4.—The Government shall notify the provisions of this decree to the Cortes.

Given at the Palace the 31st Decemher 1893.

MARIA CHRISTINA.

The President of the Council of Ministers,

PRAXIDES MATEO SAGASTA.

Extract from the *Board of Trade Journal* for January 1894 pages 47 to 50.

MODIFICATIONS IN SPANISH IMPORT DUTIES ON BRITISH GOODS.

The Board of Trade have received through the Foreign Office a telegram from Her Majesty's Ambassador at Madrid, stating that a decree has been published by the Spanish Government in virtue of which, pending the decision of the Cortes, the products of the United Kingdom and its Colonies are, on importation into Spain, to enjoy the advantages conceded to the Netherlands, Switzerland, Sweden and Norway by the treaties concluded between Spain and those Powers.

The principal modifications in the Spanish Customs Tariff effected by these arrangements result from the stipulations of the Swiss-Spanish Treaty, which provides for alterations in the Spanish import duties as enumerated in the statement below :—

	Rates recently levied under Spanish Minimum Tariff.		Rates now leviable under Swiss-Spanish Treaty.	
		Pes. cts.		Pes. cts.
Gold, in jewellery or ornaments, set or not with pearls or precious or other stones; pearls, large or small, not set	Hectog.	25·00	Hectog.	25·00*
Nails for upholsterers' use, whether gilt or silvered or not	Various rates according to materials, etc.		100 kilos.	20·00
Household articles of wrought iron or steel enamelled	100 kilos.	36·00	„	20·00
Capsules of tin foil for bottles	„	37·50	„	15·00
Extracts for dyeing purposes	„	7·80	„	5·00
Colours, prepared	„	25·60	„	25·60*
Dyes derived from coal-tar and other artificial dyes; also garancine, pure or mixed with madder:—				
In powder or in crystals	Kilog.	2·50	Kilog.	1·50
In paste or liquid	„	2·50	„	0·50
Cotton yarn unbleached, bleached, or dyed, single or twisted, of one or two strands, up to No. 35 inclusive	„	1·25	„	1·00
Do. do. No. 36 and above	„	1·75	„	1·50
Cotton tissues:				
Tissues of cotton, close woven, plain, unbleached, bleached, or dyed in the piece, or in handkerchiefs:—				
Containing in the square of 6 millimetres:—				
Up to 25 threads, inclusive	„	3·85	„	3·00
26 threads and above	„	4·35	„	3·75
Tissues of cotton, printed, as well as tissues twilled or figured in the loom:				
Containing in the square of 6 millimitres:—				
Upto 25 threads, inclusive	„	6·00	„	4·00
26 threads, and above	„	3·70	„	3·70*
Open woven tissues such as muslins, batistes, lawns, organdies and gauzes of all sorts	„	5·60	„	5·00

* No change in duty has been made in these cases, but the maintenance of the existing rates is guaranteed for the duration of the Treaty.

	Rates recently levied under Spanish Minimum Tariff.		Rates now leviable under Swiss-Spanish Treaty.	
		Pes. cts.		Pes. cts.
Embroideries in lock-stitch:				
Bands and insertions embroidered by hand or by machine on tissues of cotton of all sorts, except tulle, up to 60 centimetres in width including the tissue	Duty on the tissue, according to description, with a surtax of 50 per cent.		Kilog.	3·30*
Embroideries by hand or by machine on tissues of cotton, other than tulle, not included in the foregoing class	Duty on the tissue, according to description, with a surtax of 50 per cent.		„	4·50*
Embroideries on cotton tulle	Kilog.	15·68	„	6·00*
Embroideries in chain stitch:				
On tissues of cotton of all kinds, except tulle, in the pieces, or in curtains, coverlets, or other similar articles	Duty on the tissue, according to description, with a surtax of 50 per cent.		„	3·00*
On cotton tissues with tulle application	Duty on the tissue, according to description, with a surtax of 50 per cent.		„	3·20*
On cotton, tulle, with or without application of muslin	Kilog.	15·68	„	5·30*
Tissues of linen or hemp, with or without mixture of cotton:				
Plain: containing in the square of six millimetres:				
From 11 to 24 threads, inclusive	„	5·35	„	2·50
25 threads and above	„	9·60	„	4·25
Twilled or figured	„	4·55	„	3·00
Embroideries in lock stitch on tissues of linen mixed or not with cotton, containing in the square of six millimetres:				
Up to 24 threads, inclusive	„	8·03	„	3·00*
25 threads and above	„	14·40	„	5·00*

* In no case are the duties on embroidered articles to exceed the duties on the respective tissues with an addition of 30 per cent.

	Rates recently levied under Spanish Minimum Tariff.		Rates now leviable under Swiss-Spanish Treaty.	
		Pes. cts.		Pes. cts.
Woollen tissues:				
Tissues of pure wool, waste wool, or hair (other than carpets, felts blankets, cloths, and similar tissues, knitted goods, astrachans, velvets, or plushes)	Kilog.	8·75	Kilog.	6·00
Similar tissues having all the warp or all the woof of cotton or other vegetable fibre	„	5·40	„	5·00
Embroideries in lock-stitch on tissues of wool, with or without mixture of cotton, except cloth	Duty on the tissue as above with a surtax of 50 per cent.		„	7·00*
Do. do., on cloths or similar tissues of pure wool, waste wool, or hair...	Kilog.	16·13	„	9·00*
Silk, raw or spun:				
thrown, raw	„	4·00	„	4·00†
„ dyed	„	5·00	„	5·00†
Silk tissues:				
Plain or twilled...	„	25·00	„	17·50
Tissues of silk or waste silk (other than velvets and plushes) having all the warp or all the woof of cotton or other vegetable fibre	„	10·00	„	8·00
Books printed in the Spanish language	100 kilos.	61·40	100 kilos.	50·00
Engravings, maps, and drawings	Kilog.	1·25	Kilog.	1·25†
Plaiting of straw, hemp, palm, fibre, etc., for the manufacture of hats ...	100 kilos.	30·25	100 kilos.	20·00
Milch cows...	Each	35·00	Each	25·00
Watches:				
Gold	„	7·50	„	1·00
Silver or other metal	„	2·00	„	0·50

* In no case are the duties on embroidered articles to exceed the duties on the respective tissues with an addition of 30 per cent.

† No change in duty has been made in these cases, but the maintenance of the existing rates is guaranteed for the duration of the Treaty.

	Rates recently levied under Spanish Minumum Tariff.		Rates now leviable under Swiss-Spanish Treaty.	
		Pes etc.		Pes. cts.
Machinery, etc.:				
Agricultural machinery	100 kilos.	14·00	100 kilos.	12·50
Machine motors of all kinds with or without boilers, also boilers for the same imported separately	„	18·00	„	17·00
Locomotives, traction engines and marine engines, with their boilers, also boilers for the same imported separately	„	28·00	„	24·00
Machinery of copper and its alloys for industrial purposes, and detached parts of machines of the same metals	„	44·00	„	44·00*
Sewing machines and hand-knitting machines	„	70·00	„	70·00*
Velocipedes and detached parts for the same	„	70·00	„	70·00*
Machines and detached parts thereof of other kinds and of other materials, including stocking, frames and knitting machines not worked by hand	„	20·00	„	18·50
Dynamo-electric machinery	„	20·00	„	18·50
Underground electric cables composed of copper wire covered with various materials	„	20·00	„	18·50
Railway passenger carriages and finished wooden parts for the same :				
First class	„	36·00	„	30·00
Second class	„	36·00	„	26·00
Third class	„	36·00	„	24·00
Railway waggons, vans, and trucks of all kinds, miners' trucks, and finished wooden parts for such vehicles	„	23·00	„	15·00
Tramway carriages and finished wooden parts for the same	„	58·00	„	53·00
Condensed milk	Kilog.	1·50	Kilog.	0·50
Chocolate	„	1·25‡	„	1·25*†
Pastes for soups, alimentary feculæ, bread and biscuit	100 kilos.	28·00	100 kilog.	20·00
Cheese	Kilog.	0·60	Kilog.	0·25
Common cotton tissues, stiffened and dressed for lining or for hat bodies	„	5 60	„	0·75
Musical boxes	„	3·00	„	2·50
Elastic tissues of India-rubber combined with other materials, for boots and shoes	„	3·00	„	2·00

* In no case are the duties on embroidered articles to exceed the duties on the respective tissues with an addition of 30 per cent.
† Excluding Consumption Duty.

The modifications resulting from the Dutch-Spanish Treaty are as follow :–

	Rates recently levied under Spanish Minimum Tariff.		Rates now leviable under Dutch-Spanish Treaty.	
		Pes. cts.		Pes. cts.
Cheese	Kilog.	0·60	Kilog.	0·25
Butter	100 kilos.	60·00	100 kilos.	40·00
Geneva, up to 22° Cartier	Hectol.	260·00	Hectol.	160·00
Rum	„	260·00	„	160·00
Beer...	„	15·00	„	12·50
Metallic capsules for bottles	100 kilos.	37·50	100 kilos.	15·00
Tin in ingots	„	12·50	„	11·00
Tin-foil	„	37·50	„	22·00
Ammoniacal sulphate	„	0·10	„	0·25*
Indigo	„	45·00	„	15·00
Flowering bulbs	„	1·60	Free.	

* It will be observed that this rate is higher than that fixed by the Minimum Tariff.

The Treaty between Spain and Sweden does not provide for any alterations in Spanish import duties. The following modifications resulting from the Treaty between Spain and Norway are, however, now applicable to imports into Spain from the United Kingdom, in virtue of the Decree above referred to :—

	Rates recently levied under Spanish Minimum Tariff.		Rates now leviable under Treaty between Spain and Norway.	
		Pes. cts.		Pes. cts.
Nails for shoeing animals...	100 kilos.	25·00	100 kilos.	15·00
Common woods in boards, deals, rafters, poles, or masts, and wood for ship-building	Cubic metre	5·00	Cubic metre	3·00
Pulp of wood for paper-making	100 kilos.	1·00	100 kilos.	1·00*
Codfish, salted and dried, klipfish and stockfish (including consumption duty)	„	24·00	„	24·00*
Fish powder ("*pulvo de pescado*") (including consumption duty) ...	„	24·00	„	12·00
Codliver oil, purified for medicinal use	„	3·00	„	2·00
Fish oil, train oil, and other animal fats	„	1·00	„	1·00*
Fish, roe, fresh, and animal products not specially mentioned in the Spanish Tariff	„	0·50	„	0·50*
Guano and other natural manures	„	0·05	„	0·05*
Fish, fresh, or with such an amount of salt as is indispensable for its preservation	„	1·05	„	1·05*
Fish, salted, smoked, or pickled...	„	12·00	„	12·00*
Condensed milk	Kilog.	1·50	Kilos.	1·00†

* No change in duty has been made in these cases, but the maintenance of the existing rates is guaranteed for the duration of the Treaty.

† A lower rate (0 pes. 50 cts. per kilog.) is provided for by the Swiss-Spanish Treaty.

Copy of correspondence relating to a Spanish Order of October 1892, authorising the issue of certificates of origin :

No. 1.

14th December 1892.

From Sir H. DRUMMOND WOLFF to the EARL OF ROSEBERY.

I have the honour to transmit to Your Lordship translation of a Royal Order on the subject of certificates of origin.

Extract from the *Madrid Official Gazette* of December 14th, 1892.

MINISTRY OF FINANCE.

Royal Order.

(Translation.)

In view of the representations made to this Ministry by the Spanish Chamber of Commerce in London, requesting that—

1. The said Corporation alone, or their representatives in British ports, shall alone be authorized to legalize certificates of origin on British goods intended to be conveyed to the Peninsula ;

2. That they be authorized to charge a duty of 1 peseta 20 centimes for each certificate of origin which they issue ;

And considering that by Article A, Case 5, Rule 12 of the Tariff, the Chambers of Commerce and Navigation are able to legalize certificates of origin ;

The Queen-Regent, in the King's name, etc., has been pleased to order as follows :—

1. That the Spanish Chamber of Commerce in London, as well as such others as have been established by the Government, may, if they think it expedient, allow certificates of origin to be drawn up in the same form as are used by foreign Chambers of Commerce, in conformity with the Regulation A, Case 5 of Rule 12 of the Tariff, provided that it be stated thereon that the person who signs the certificate is the producer or manufacturer of the articles mentioned in the document, or that he is a person authorized by the same to do so.

2. That this authority, which was asked for by the Chamber of Commerce, is not granted for the purpose of enabling them to impose a charge for legalizing the certificates of origin, as the existing law does not sanction such an impost.

I bring this Royal Order to your notice, in order that it may be put into force.

MADRID, *October 18th*, 1892. CONCHA.

No. 2.

15th January 1894.

From Sir H. DRUMMOND WOLFF to the EARL OF ROSEBERY.

With reference to my despatch of the 14th December 1892, I have the honour to inclose herewith translation of a note from Senor Moret, giving the meaning of the Royal Order of the 18th October 1892, relating to certificates of origin.

Your Lordship will observe that the Spanish Chambers of Commerce established abroad are authorized to issue certificates of origin in favour of British goods shipped to Spain.

11th January 1894.

From SENOR MORET to SIR H. DRUMMOND WOLFF.

(Translation.)

In reply to your note of the 5th instant, I have the honour to inform Your Excellency that the sense or interpretation of the Royal Order, promulgated on the 18th October 1892 by the Ministry of Finance, is that of authorizing the Spanish Chambers of Commerce established abroad, and therefore those established in England, to authorize in their turn the certificates of origin of merchandise destined for Spain, which the Custom-houses will accept in the same form as those *vise* by the authorities or Chambers of Commerce of the country of origin.

ORDERED, that copies of the foregoing papers be forwarded for information to the Secretary to the Chamber of Commerce, Calcutta, Bombay, Karachi, Madras, Rangoon, and to the Editors of the *Englishman*, *Indian Daily News*, *Statesman*, *Bombay Gazette*, *Times of India*, *Pioneer*, *Civil and Military Gazette*, *Indian Financial Review*, *Capital*, *Bombay Samachar*, *Rangoon Times*, *Madras Times*, *and Madras Mail*.

J. E. O'CONOR,
Asstt. Secy. to the Govt. of India.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

No. 4462-S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Customs.

RESOLUTION.

SIMLA, *4th September* 1894.

READ—

Despatch from the Secretary of State for India, No. 102 (Revenue), dated the 26th July 1894, and enclosures.

In continuation of my despatch No. 17 (Revenue), dated 15th February last, I forward for the information of Your Excellency's Government, copy of correspondence* received from the Foreign Office, enclosing copies of the notes exchanged at Madrid with reference to the temporary agreement for Commercial Relations between Great Britain and Spain pending the conclusion of a definitive Treaty or the rupture of negotiations.

* From Sir H. Drummond Wolff, No. 160 (Commercial), dated 2nd July 1894, and enclosures.
From Foreign Office, dated 23rd July 1894, No. (1209), with enclosure.

No. 160 (COMMERCIAL),

2nd July 1894.

From SIR H. DRUMMOND WOLFF, to the EARL OF KIMBERLEY.

I have the honour to inclose a copy of a note addressed by me to Senor Moret on the 20th ultimo, together with a reply from His Excellency of the 29th, whereby, in exchange, for most-favoured-nation treatment of Spanish goods by Her Majesty's Government, British goods in Spanish ports will be treated on the same footing as the goods of countries whose Treaties have been already ratified, or those which may be ratified, during the currency of the Agreement.

20th June 1894.

From Sir H. DRUMMOND WOLFF to SENOR MORET.

The negotiations for a Commercial Treaty have now reached a stage where, before further progress can be made, they must be submitted to the consideration of Her Majesty's Government.

There are some points still only partially discussed, and on these important questions of detail will have to be carefully elaborated and worked out, the more so as some of them are without precedent in any of the Treaties negotiated by Spain with other countries. It is proposed, therefore, that the two British Delegates should at once proceed to London to render an account of the work already achieved, and it is believed that a suspension of the discussions until a later period of the year will also prove acceptable to the negotiators on behalf of the Spanish Government.

Under these circumstances, and pending the negotiations, goods arriving from Spain and her Colonies will continue to receive the most-favoured-nation treatment in the custom-houses of Great Britain, her Colonies, and foreign possessions. Her Majesty's Government understand that until the discussions are terminated by the conclusion of a permanent Treaty, or a rupture of negotiations, goods arriving from Great Britain, her Colonies, and foreign possessions, will be guaranteed against differential treatment in the custom-houses of Spain, her Colonies, and foreign possessions.

It is further agreed that it shall be open to any British Colony to withdraw from the present Agreement on notice to this effect being given by Her Majesty's Ambassador at Madrid to the Spanish Minister for Foreign Affairs within six months after the date of its signature.

29th June 1894.

From SENOR MORET to Sir H. DRUMMOND WOLFF.

In reply to Your Excellency's note of the 20th instant, I have the honour to inform you that the Government of Her Majesty sees no objection to the negotiations for the conclusion of a Commercial Treaty being referred to Her Britannic Majesty's Government.

The nature of some of the demands preferred by the Spanish Delegates, and the necessity for a careful study of every detail, shows the advisability of not arriving at a final decision, although they should be submitted by both Governments to a careful examination, which is all the more necessary because for some of them there is no precedent in Treaties already negotiated. The Government of His Majesty is confident that the immediate result of this reference will be to place the English Delegates in a position to satisfy the Spanish requirements, and they in any case hope that the interval asked for them may be of short duration, so that at the next meeting of Parliament a Treaty already concluded may be presented to it.

Meanwhile, as the *modus vivendi* concluded on the 18th July 1893, terminates on the first July next, in order that the commercial relations between Spain and England may not be in any way disturbed pending the conclusion of a definitive Treaty or the rupture of negotiations, it is understood that the produce of Spanish soil and industry, as well as that of Spanish colonial possessions, will continue to receive most-favoured-nation treatment in the custom-houses of Great Britain and her colonial and foreign possessions.

On the other hand, the produce of the British soil and industry, as also that of her colonial and foreign possessions, will remain subject to the Second Column of the existing Tariff, there being also granted to them in addition, the Tariff advantages contained in the existing Treaties with European States, or those which may hereafter come into operation in accordance with the terms of a Bill which is now being laid before the Congress.

The arrangements made with regard to Portugal are naturally excluded, as I have frequently had the honour to point out to Your Excellency.

With regard to British products imported into the Spanish foreign and colonial possessions, Spain also secures for them the enjoyment of the minimum duties of the Special Tariff, reserving the right to negotiate by special Conventions with those provinces and possessions, the advantages which may result from the conclusion of Conventions with other countries.

It remains, furthermore, understood that any British Colony may retire from the present arrangement on six months' notice being given by the English Ambassador at Madrid.

23rd July 1894.

From E. GREY., Esq., Under-Secretary of State for Foreign Affairs, to the UNDER-SECRETARY of STATE for INDIA.

I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Secretary of State for India in Council, the accompanying translation of a Spanish law which has been published in the Official Gazette, containing a modification of the Tariff definition of unwashed wool.

TRANSLATION.

Don Alfonso XIII, by the grace of God and the Constitution King of Spain, and in his name and during his minority the Queen Regent of the Kingdom ;

To all those who may see or hear the present, know: That the Cortes have decreed and we sanctioned the following :—

Single Article. Note 29 of the Customs Tariff, which says. "Shall be considered as unwashed wool (lana sucia) that which, after having been washed with sulphurated carbon (sulfuro do carbol) shall have lost more than 10 per cent. of its weight," shall read as follows : "Shall be considered as unwashed wool that which, after having been washed with sulphurated carbon, shall have lost more than 50 per cent. of its weight. That which shall have lost less shall pay as washed.

Therefore :—

Ordered, that copy be forwarded for information to the Secretary to the Chamber of Commerce, Calcutta, Bombay, Karachi, Madras, Rangoon, and to the Editors of the *Englishman*, *Indian Daily News*, *Statesman*, *Bombay Gazette*, *Times of India*, *Pioneer*, *Civil and Military Gazette*, *Indian Financial Review*, *Capital*, *Bombay Samachar*, *Rangoon Times*, *Madras Times*, and *Madras Mail*, in continuation of the Resolution in this Department No. 98.S, dated the 27th March 1894.

E. O'CONOR, Asst. Secy. to the Govt of India.

APPENDIX T.

TARIFF FOR FOREIGN GOODS IMPORTED INTO TRANSCASPIA AND BOKHARA.

No. 10087 OF 1894.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 10*th December* 1894.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—As desired by the Government of India, I am directed to forward herewith, for the information of the Chamber, a copy of the memorandum from the Government of India, No. 252 S, dated 13th ultimo, and of its accompaniments, regarding the tariff for foreign goods imported into Transcaspia and Bokhara.—I have, &c.,

G. S. CURTIS,
Under-Secretary to Government.

No. 252 S.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Statistics.

CALCUTTA, 13*th November* 1894.

READ—

Despatch from Her Majesty's Secretary of State for India, No. 144 (Revenue), dated the 11th October 1894, and enclosures.

No. 144 (REVENUE).

11*th October* 1894.

From the SECRETARY of STATE for INDIA (Right Honourable HENRY H. FOWLER) to the GOVERNMENT of INDIA.

I forward herewith, for the information of your Excellency's Government, copy of a letter from the Foreign Office, dated 21st September, with enclosures, regarding the Tariff for foreign goods imported into Transcaspia and Bokhara.

21*st September* 1894.

From H. PERCY ANDERSON, Esq., Under-Secretary of State for Foreign Affairs, to the UNDER-SECRETARY of STATE for INDIA.

St. Petersburg, No. 103 (Commercial).

I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Secretary of State for India in Council, the accompanying copy of a despatch from Her Majesty's Ambassador at St. Petersburgh, respecting the Tariff for foreign goods imported into Transcaspia and Bokhara.

No. 103 (COMMERCIAL).

12*th September* 1894.

From FRANK C. LASCELLES, Esq., Her Majesty's Ambassador at St. Petersburgh, to the SECRETARY of STATE for FOREIGN AFFAIRS.

I have the honour to transmit herewith to your Lordship a copy of the Regulations and Tariff, as published in the "*Journal de St. Petersbourg*" translated from the *Gazette of Commerce and Industry*, for foreign goods imported into Transcaspia and Bokhara.

I may add that an Imperial Order was published in the *Official Messenger* of the 27th August—8th September to the effect that the new Central Asian Customs Service was to come into operation on the 1st—13th instant.

JOURNAL DE ST. PETERSBOURG.

30 Août / 11 Sept. } 1894.

PARTIE OFFICIELLE.

St. Petersbourgh 29 Août.

En vertu d'une décision prise en conseil de l'Empire et qui avait été approuvée le 8 juillet 1893 par S. M. l'Empereur, le ministre des finances a arrêté le 6 juillet 1894 le tarif et les règlements ci-après pour les marchandises étrangères importées dans le territoire transcaspien et dans le khanat de Boukhara, savoir :

I. Les marchandises persanes et afghanes sont frappées d'un droit d'entrée de 5 % ad valorem.

II. L'importation des marchandises européennes et anglo-indiennes dans les dites contrées est interdite, à l'exception des articles ci-après : (*a*) oranges, citrons frais et leurs variétés (droit d'entrée : 70 cop. or par poud brut) ; (*b*) dattes séches, rahat-loukoum et khalva (droit : 1 r. 80 c. or par poud) ; (*c*) drogues : vanille et safran (droit : 14 r. 40 c. or par poud) ; cardamone, noix muscade (droit : 4 r. 80 c. or par poud) ; clous de girofle, cannelle, poivre, gingembre et autres drogues non spécialement denommées (droit 3 r. or par poud). Les

drogues pilées paient 50 % en plus ; (*d*) feuilles et baies de laurier et le galanga (droit : 1. 30 c. or par poud). Le galanga pilé paye 25 % en plus ; (*e*) thé noir (25 r. créd. par poud) ; (*f*) thé vert (14 r. 40 c. crédit et 6 r. créd. par poud selon la qualité) ; (*g*) chaussures en cuir indiennes (1 r. or par livre) ; (*h*) pierres précieuses et semi-précieuses, naturelles ou artificielles, polies ou non ouvrées, perles fines et artificielles, corail (3 r. or par poud). Les pierreries mont es sont soumises aux droits indiqués dans l'article 148 du tarif douanier général : (*i*) indigo naturel et artificiel (excepté l'extrait d'indigo et l'indigotine), (droit 6 r. créd. par poud) ; (*j*) tulle blanc (1 r. cred. la livre) ; (*k*) confitures, bonbons, fruits et baies confits, caramel (1 r. 65 c. le poud).

III. Est interdite l'importation : (*a*) des marchandises dont l'entrée est interdite par le tarif général ; (*b*) de l'opium et autres narcotiques, et (*c*) des armes de toute espéce.

IV. Est interdite l'exportation : (*a*) de la graine de vers à soie ; (*b*) des produits forestiers, du bois et du charbon de bois ; (*c*) des armes de toute sorte, de la poudre et des matiéres explosives.

V. Toutes le autres marchandises sont admises à l'exportation en franchise.

VI. Les thés verts destinés à être importés dans le territoire transcaspien et dans le khanat de Boukara peuvent transiter par Batoum, Bakou et Ouzoun-Ada pour être dirigés sur les douanes d'Askhabad et de Boukhara, où doit être acquitté le droit d'entrée-susmentionné.

VII. Les marchandises persanes à destination de l'Europe peuvent transiter librement par Askhabad et Ouzoun-Ada.

VIII. Les marchandises persanes exportées du Khorassan par Askhabad et Ouzoun-Ada pour les ports persans de la Caspienne peuvent transiter librement.

IX. Les autorisations pour l'exportation des sucres et des cotonnades à destination de la Perse, avec restitution de l'accise sur le sucre et du droit acquitté sur le coton brut employé pour la confection des cotonnades exportées, sont données par les bureaux de douane d'Askhabad et de Douschak.

X. Les Bagages des voyageurs sont soumis aux dispositions de l'article 1293 du statut douanier (édition 1892).

XI. Les droits sur les marchandises étrangéres importées dans le territoire transcaspien et dans le khanat de Boukhara, excepté le thé, l'indigo, le tulle et les confitures, sont calculés en roubles or, mais ils peuvent aussi être acquittés en papier-monnaie à un cours fixe indiqué par le ministre des finances. Cette derniére indisposition ne s'applique pas à la douane d'Ouzoun-Ada, où les droits doivent en tout cas être acquittés en roubles or.

(Gazette du Commerce et de l'Industrie.)

ORDERED, that copy be forwarded to the Governments of Bombay and Bengal for communication to the Chambers of Commerce.

J. E. O'CONOR,
Asst. Secy. to the Govt. of India.

BOMBAY CHAMBER OF COMMERCE, 14*th December* 1894.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 10087, of the 10th instant, with accompaniments, relating to the tariff for foreign goods imported into Transcaspia and Bokhara.

With reference to article II. of the Notification in the *Journal de St. Petersbourg*, I am directed by the Committee of the Chamber to express the surprise with which they perceive that, with certain exceptions, the importation of European and Anglo-Indian goods is interdicted, and they venture to hope that this prohibition will not be acquiesced in without protest by the Government of India.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX U.

REQUIREMENT OF SANITARY CERTIFICATE IN CONNECTION WITH THE IMPORTATION OF HIDES, HORNS, &c., INTO ITALY.

BOMBAY, 19*th June* 1894.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have the honour to inform you that by a new disposition from my Government, from the 1st of August next, no hides, horns, bones, hoofs, wool, or any other remainder of cattle, coming from places beyond the Straits of Bab-el-Mandeb, shall be allowed to enter in Italy unless accompanied with a sanitary certificate from the competent authorities of the place of shipment, duly *vised* by the Italian Consulate.—I am, &c.,

C. BARBORO, Consul for Italy.

APPENDIX V.

OPENING OF CERTAIN PORTS IN JAPAN AND NEAR TUNIS TO TRADE, &c.

No. 9527 of 1894.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 21*st November* 1894.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—Under instructions from the Government of India, I am directed to forward herewith for the information of the Chamber copy of a despatch from Her Majesty's Secretary of State for India, No. 138, Revenue, dated the 20th September 1894, and of its accompaniments relative to the opening of certain ports in Japan and near Tunis to trade, &c.—I have, &c.,

G. S. CURTIS,
Under Secretary to Government.

No. 138, REVENUE.

INDIA OFFICE, LONDON, 20*th September* 1894.

To His Excellency the Right Honourable the GOVERNOR GENERAL of INDIA in COUNCIL.

MY LORD,—I forward herewith for the information of your Excellency's Government copy of the papers noted in the margin relative to the opening of certain ports in Japan and near Tunis to trade, &c.—I have, &c.,

From Foreign Office 28th May.
From Foreign Office 31st August.

HENRY H. FOWLER.

TUNIS, No. 11 COMMERCIAL.

FOREIGN OFFICE, 28*th May* 1894.

To the UNDER SECRETARY of STATE, India Office.

SIR,—I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Secretary of State for India in Council, the accompanying copy of a despatch from Her Majesty's Consul General at Tunis, reporting that the port of Nabeul has been declared open to navigation.—I am, &c.,

E. GREY.

No. 11 COMMERCIAL.

BRITISH CONSULATE GENERAL, TUNIS, *19th May* 1894.

To Her Majesty's Principal SECRETARY of STATE for FOREIGN AFFAIRS.

MY LORD,—I have the honor to inform your Lordship that the Tunisian Government has issued a Decree, dated the 3rd April, declaring the port of Nabeul open to navigation for the purposes of importation and exportation.

The town of Nabeul with a population of about 7800 is situated nine miles east of the port of Hammamet in a very fertile district of the peninsula of Cape Bon. The place is renowned for its potteries, and is surrounded with gardens from whence the Tunis market is largely supplied with fruit.

The anchorage for ships is an open roadstead at a considerable distance from the shore, and the town is situated about a mile inland.—I have, &c.,

R. DRUMMOND HAY.

FOREIGN OFFICE, *August 31st*, 1894.

To the UNDER SECRETARY of STATE, India Office.

SIR,—I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Secretary of State for India, copy of a despatch as marked in the margin respecting the opening of Port Muroran as a special Port of export.—I am, &c.,

Mr. Paget No. 62.

H. PERCY ANDERSON.

No. 62.

HER MAJESTY'S LEGATION, TOKIO, *June 10th*, 1894.

The EARL of KIMBERLEY, K. G., &c., &c., &c.

MY LORD,—With reference to Mr. Fraser's despatches No. 88 of August 2nd 1889, and No. 104 of August 20th 1889, respecting the opening of certain ports to foreign vessels chartered by Japanese subjects for export trade. I have the honor to transmit to your Lordship translation of a law passed by the Imperial Japanese Diet and promulgated by Imperial ordinance in the Official Gazette of the 22nd May last, by which the port of Muroran in the province of Iburi in Yesso is created a special port of export, under the same conditions which govern other ports previously opened for the purpose I have mentioned above.—I have, &c,

R. S. PAGET.

TRANSLATION.

OFFICIAL GAZETTE, *May* 22*nd*, 1894.

We hereby sanction the Supplementary Law, passed by the Imperial Diet, respecting the special port of export of Muroran in the province of Iburi, and command it to be promulgated.

Imperial Sign Manual L. S., *May* 21st, 1894.

Countersigned. The Ministers of State, Law No. 1.

The Port of Muroran is added to the list of special ports of export contained in the 1st Article of the Regulations for special ports of export promulgated by Law No. 20 of the year 1889.

This law will take effect from the 15th June 1894.

Extract (Official Gazette of the 31st July 1889) from the Regulations concerning the special ports of export Law No. 20 Article I.

The following ports are made special ports of export for the purpose of the export by Japanese subjects to Foreign countries of five commodities, namely, rice wheat flour, coal and sulphur.

Yokkaichi, province of Ise; Shimonoseki, province of Nagato; Hakata, province of Chikuzen; Moji, province of Buzen; Kuchinotsu, province of Hizen; Karatsu, province of Hizen; Misumi, province of Higo; Fushiki, province of Etchu; Oturu, province of Shiribeshi; Kushiro, province of Kushiro.

LIBRARY OF THE ROYAL BOMBAY BRANCH OF THE ASIATIC SOCIETY.

APPENDIX W.

SAMPLES OF RUSSIAN-MADE GOODS SOLD IN THE KASHGAR BAZAAR.

No. 145 S.

CALCUTTA, 30*th May* 1894.

From the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce, Department, to the SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

SIR,—The Government of India has received a parcel containing samples of miscellaneous goods of Russian origin sold in the Kashgar Bazaar which have been collected by Mr. Geo. Macartney, Special Assistant for Chinese Affairs, to the Resident in Cashmere. Mr. Macartney appears to think that unless foresight and energy are displayed by Indian traders there is a probability of goods of British and Indian origin being displaced by Russian wares in the markets of Chinese Turkestan. I am accordingly directed to send you the parcel of samples, together with a list showing the prices of the goods in Russia and in Kashgar respectively, in the hope that your Chamber may be able and willing to bring the matter to the notice of any importers and manufacturers in Bombay who may be interested therein.

I am to request that the samples may eventually be returned, and that this Department may then be informed whether there is any likelihood of their exhibition in Bombay leading to any practical results in the way of business.—I have, &c.,

A. F. COX,
For Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 26*th July* 1894.

To the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department, Calcutta.

SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your letter No. 145 S, of 30th May last, accompanied by a list of miscellaneous goods of Russian origin sold in the Kashgar Bazaar. The box of goods came duly to hand and the Committee have brought them to the notice of merchants likely to be interested in

such articles. The possibility of business in them, however, seems very remote, not so much from the quality of the goods—which, as a rule, is distinctly inferior to similar articles of British manufacture—nor from the prices so far as they can be estimated by the quotations given; but the real difficulty in the way of a trade of any importance being cultivated with Kashgar lies in the absence of any properly accredited British Agent or Consul in that Province, who would protect and look after the interests of British traders. These, from the reports of recent travellers, appear to be at the mercy of a rapacious set of customs officials who appear and are said to levy duties at their pleasure. Russia, on the other hand, under the Treaty of St. Petersburg of 1881, has secured for herself freedom from all duties on any goods from Russia Proper, or from Russian Central Asia, and the enormous advantage which this gives entirely debars British goods from all chance of legitimate competition.

2. The box of samples has been duly returned by rail to your address and I enclose the railway receipt for same.

3. Thanking Government for their courtesy in this matter.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX X.

PROPOSED AMENDMENT OF THE CIVIL PROCEDURE CODE.

No. 4796 of 1894.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, *9th July* 1894.

From C. H. A. HILL, Esq., Under Secretary to Government, Bombay, to the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—Under instructions from the Government of India in the Home Department, I am directed to forward to you herewith copy of the papers noted in the margin,* on the subject of a suggestion made by Messrs Carruthers and Co., Solicitors, High Court, Calcutta, for legislating in the direction of the provisions of Rules 14 and 15 of the English Order No. 16, made in 1883 in pursuance of the Supreme Court of Judicature Acts. Such legislation would enable persons carrying on business in co-partnership to sue, and admit of their being sued, under proper restrictions, under their trade or professional names.

* From Government of Bengal, No. 1833 J., dated the 19th April 1893, and enclosures.
To Solicitor to Government, Calcutta, No. 89, dated the 25th January 1894.
From Solicitor to Government, Calcutta, No. 89, dated the 31st January 1894.
From Solicitor to Government, Calcutta, No. 183, dated the 28th February 1894, and enclosures.

2. It has been suggested to the Government of India for consideration that legislation for this object might with advantage be undertaken, provided that a firm so suing or being sued were to disclose in its plaint, written statement or other proper proceeding, the names of members of the firm at the alleged date of cause of action, and on the requisition of the Court, at any date thereafter; and I am, by desire of the Government of India, to request that the Bombay Chamber of Commerce will be so good as to favour Government with their opinion as to whether the proposed legislation should be undertaken, and if so, whether such legislation should proceed on the lines indicated above.

3. It will be observed that the question of the registration of partnerships is also referred to in the papers forwarded herewith. The Government of India do not propose to deal with that question in the present connection, but it is matter for consideration whether, in any legislation that may be undertaken, a provision might not properly be introduced making such registration a condition precedent to the privilege of being permitted to sue under a trade or professional name, or granting other privileges in the conduct of proceedings (such as greater facilities in the matter of survival, etc.) to registered partnerships, which could not reasonably be extended to fluctuating and undefined bodies.—I have, &c.,

C. H. HILL, Under Secretary to Government.

No. 1833-J.

CALCUTTA, 19*th April* 1893.

From H. J. S. COTTON, Esq., C.S.I., Chief Secretary to the Government of Bengal, to the SECRETARY to the GOVERNMENT of INDIA, Home Department.

I am directed to submit, for the consideration and orders of the Government of India, the accompanying copy of a letter dated the 9th January 1893, from Messrs Carruthers & Co., Solicitors of the High Court, and of the correspondence noted in the margin, and to state that the Lieutenant-Governor supports the proposal made to amend the Civil Procedure Code by introducing sections similar to those suggested by Messrs. Carruthers & Co. to enable a suit to be brought against persons in co-partnership by their trade name.

Letter No. 630 J., dated 8th February 1893, to the Superintendent and Remembrancer of Legal Affairs.
Letter No. 1242, dated 13th February 1893, from the Superintendent and Remembrancer of Legal Affairs.
Letter No. 1070 J., dated 6th March 1893, to the Chief Judge, Calcutta Small Cause Court.
Letter No. 32J., dated 14th March 1893, from the Chief Judge, Calcutta Small Cause Court.

CALCUTTA, 9*th January* 1893.

Memo. by C. H. REILY, Esq., Assistant Secretary to the Government of Bengal, Legislative Department.

Transferred unofficially to the Judicial Department of this Government for disposal.

CALCUTTA, 9*th January* 1893.

From Messrs. CARRUTHERS & Co., Solicitors, High Court, to the SECRETARY to the GOVERNMENT of BENGAL, Legislative Department.

We have the honour to draw your attention to the difficulty experienced in India in not being able to sue persons carrying on business in co-partnership by their trade name, as can be done in England by the rules passed under the Supreme Court of Judicature Acts, which rules regulate the practice of these Courts.

In India the practice of the Courts is regulated by the Civil Procedure Code since the establishment of the several High Courts.

Prior to rules under the Judicature Acts in England, and the introduction of the Civil Procedure Code into the Courts of India established by Royal Charter, the only way to ascertain the members of a firm trading under a trade name was, where the plaintiff's claim was in equity, to file a bill against the one only member of a firm, so contrived as to force the defendant to disclose the names of the others, who were then added by amendment—of necessity a clumsy expedient—and in cases where the plaintiff's claim was at law, to file a bill of discovery.

To obviate these difficulties, power to sue a firm by its trade name in England was given by the rules passed under the Judicature Acts,

and this power was given long after the introduction of the Civil Procedure Code in India as regulating the Courts established by Royal Charter. Had the power existed n England at the time of the introduction of the Civil Procedure Code in these Courts, the framers of the Code would in all probability have embodied the same power in the Code.

In India difficulties arise every day, in cases in which partners of a trading firm are sought to be sued, the whole of whose members or their residences are not known to the parties asking to sue them, more especially any native and foreign firms, and the claimants against those firms put to much expense and delay in trying to discover the names of the individuals comprising the firm, and are in very many cases unsuccessful, and it often occurs, where the names of persons who are daily carrying on the business and supposed to be the actual members of the trading firm they represent, are sued as members of it, it turns out at the trial that they are only the managers or gomastas of the firm.

We would therefore suggest that the Civil Procedure Code should be amended by introducing a section similar to Rules 14 and 15 of Order 16 of the rules made in pursuance of the Judicature Acts in 1883, a copy of which rules we have the honour to annex.

This letter has already been referred to the Government of India in its Home and Legislative Departments, and we have been directed to refer the matter to the Government of Bengal.

ORDER XVI.

Rules 14 *and* 15.

14. Any two or more persons claiming, or being liable as co-partners, may sue or be sued in the name of the respective firms, if any, of which such persons were co-partners at the time of the accruing of the cause of action; and any party to an action may in such case apply by summons to a Judge for a statement of the names of the persons who were, at the time of the accruing of the cause of action, co-partners in any such firm, to be furnished in such manner and verified on oath or otherwise, as the Judge may direct. Provided that, in the case of the co-partnership which has been dissolved, to the knowledge of the plaintiff, before the commencement of the action, the writ of summons shall be served upon every person sought to be made liable.

15. Any person carrying on business in the name of a firm, apparently consisting of more than one person, may be sued in the name of such firm.

No. 630-J.

CALCUTTA, 8*th February* 1893.

From H. C. STREATFIELD, Esq., Under-Secretary to the Government of Bengal, Judicial Department, to the SUPERINTENDENT and REMEMBRANCER of LEGAL AFFAIRS.

With reference to the accompanying copy of a letter dated the 9th January 1893, and of its enclosure, from Messrs. Carruthers & Co.,

Attorneys, Calcutta, I am directed to request that you will be so good as to favour the Lieutenant-Governor with an expression of your opinion on the proposal therein made, that the Code of Civil Procedure should be amended by introducing a section similar to Rules 14 and 15 of Order 16 of the rules made in pursuance of the Judicature Acts in 1883.

No. 1242.

CALCUTTA, 13*th February* 1893.

From T. T. ALLEN, Esq., Superintendent and Remembrancer of Legal Affairs, to the CHIEF SECRETARY to the GOVERNMENT of BENGAL.

With reference to your No. 630-J., of the 8th instant, I have the honour to say that although I have had no experience of such cases, I can quite believe that very great difficulty is experienced in suing firms under the Civil Procedure Code, and that it would be a very great improvement to embody in the Code the substance of the rules under the English Judicature Act, as suggested by Messrs. Carruthers & Co. But a more complete and, in my opinion, a more statesman-like way of meeting this and many other such difficulties would be to compel by legislation the registration of the names, etc., of all persons trading or carrying on business in names other than their own.

No. 1070-J.

CALCUTTA, 6*th March* 1893.

From E. V. LEVING, Esq., Officiating Under-Secretary to the Government of Bengal, Judicial Department, to the CHIEF JUDGE, Calcutta, Small Cause Court.

I am directed to forward herewith copies of the papers noted on the margin, and to request that you will be so good as to favour the Lieutenant-Governor with the opinion of the Judges of the Court on the proposals made therein.

Letter dated the 9th January 1893, and enclosure from Messrs. Carruthers & Co., Solicitors.
Letter No. 630-J., dated the 8th February 1893, from this Government.
Letter No. 1242, dated the 13th February 1893, from the Legal Remembrancer.

No. 32-J.

CALCUTTA, 14*th March* 1893.

From the JUDGES, Court of Small Causes of Calcutta, to the OFFICIATING UNDER-SECRETARY to the GOVERNMENT of BENGAL, Judicial Department.

After considering the letter No. 1070-J., dated the 6th March 1893, we see no objection to an amendment of the Civil Procedure Code by the introduction of the provisions of Rules 14 and 15 of Order 16 of the rules made in pursuance of the Judicature Acts in 1883 as proposed by Messers. Carruthers & Co.

We are all of opinion that considerable difficulty and delay constantly arise in connection with the subject of partnership in business firms.

The question of the registration of the names of partners has been considered several times, and if such registration could be enforced, it would probably be the best solution of the matter ; but in our opinion there are serious difficulties to be encountered in making such a law really effective. For immediate and practical purposes the course suggested by Messrs. Carruthers & Co. seems preferable.

No. 89.

CALCUTTA, *25th January* 1894.

From C. J. LYALL, Esq., C.S.I., C.I.E., Secretary to the Government of India, Home Department, to the SOLICITOR to GOVERNMENT, Calcutta.

I am directed to forward the accompanying copy of a letter* from the Government of Bengal, giving cover to a communication from Messrs. Carruthers & Co., Solicitors of the Calcutta High Court, in which they draw attention to the difficulties experienced because persons carrying on business in co-partnership cannot be sued in India by their trade name. To remove this restriction Messrs. Carruthers & Co. suggest that the Code of Civil Procedure should be amended by the introduction of provisions similar to those contained in Rules 14 and 15 of Order XVI of the rules made in pursuance of the English Judicature Acts in 1883.

*No. 1833 J., 9th April 1893.

2. The proposal is supported by His Honour the Lieutenant-Governor of Bengal. The Superintendent and Remembrancer of Legal Affairs, who was consulted by the Local Government, is of opinion that, although it would be a great improvement to embody in the Civil Procedure Code the substance of the rules under the English Judicature Acts as suggested by Messrs. Carruthers & Co., a more complete and a more statesmanlike way of meeting this and many other such difficulties would be to compel by legislation the registration of the names, etc., of all persons trading or carrying on business in names other than their own. The Judges of the Calcutta Small Cause Court, who were similarly consulted, observe that the question of the registration of the names of partners has been several times considered; and if such registration could be enforced, it would probably be the best solution of the matter ; but that there are serious difficulties to be encountered in making such a law really effective. For immediate and practical purposes, the course suggested by Messrs. Carruthers & Co. seems to the Judges to be preferable.

3. The Governor-General in Council is disposed to think that the English rules referred to by Messrs. Carruthers & Co. may usefully be introduced into the Civil Procedure Code. But the suggestion made by the Superintendent and Remembrancer of Legal Affairs, to compel by legislation the registration of partnerships, does not commend itself to His Excellency in Council, as it is not obvious by what mean

compulsory registration could be enforced. His Excellency in Council is, however, advised that some additional facilities in the matter of suing, and of survival of suits, might be given to registered partnerships, which might make it worth the while of the best firms to register voluntarily.

4. Before undertaking legislation in the direction indicated in paragraph 3 above, the Government of India desire to be favoured with the Honourable the Advocate-General's as well as your own advice on the whole question.

No. 89.

FORT WILLIAM, 31*st January* 1894.

From R. LEYCESTER UPTON Esq., Solicitor to the Government of India, to the SECRETARY to the GOVERNMENT of INDIA, Home Department.

I have the honour to aknowledge the receipt of your letter No. 89, dated the 25th instant, and its enclosures, relating to the suggested introduction into the Code of Civil Procedure of provisions similar to those contained in Rules 14 and 15 of Order XVI of the Rules under the English Judicature Acts, and to the question of the registration of partnerships.

I readily endorse Messrs. Carruthers & Co.'s remarks with reference to the difficulties which, under the present procedure very frequently beset a plaintiff desirous of suing the partners of a trading firm and I fully concur with those who consider that some legislative steps, should be taken in order to remedy the evil complained of.

As regards the suggestion to compel by legislation the registration of partnerships, I have always considered such a step to be practically impossible in this country. How could compulsory registration be enforced? How could the accuracy of the registered partnership description be ensured? Who should be bound by the registered description, and to what extent? What would be the position regarding those numerous instances where there may be a *bona fide* doubt as to whether the legal relation of partnership *really* exists between certain persons?

Upon the other hand, if the Legislature were to provide for the voluntary registration of partnerships, it is not apparent what attractions or facilities in the matter of suing or of the survival of suits could be devised to be given to registered partnerships as a sufficient inducement to firms to register voluntarily. And if only the best firms registered, little or no good would be attained, since they are not the firms who, when it is desired to sue them, occasion the plaintiff trouble and expense in finding out how they are constituted.

In my opinion therefore the only practicable way of legislating against the evil under discussion would be by some amendment of the Civil Procedure Code upon the lines suggested by Messrs. Carruthers & Co. The English rules cited by Messrs. Carruthers & Co., or some adaptation of them, would doubtless form the main feature of the

amendment, but the necessity would follow for the introduction of ancillary provisions regarding the service of the writ of summons (*Compare* Order IX, Rule 6 of the English Judicature Rules); the appearance of the partners of the defendant firm (*Compare* Order XII, Rule 15); the manner in which execution might be issued (*Compare* Order XLII, Rule 10), and other matters, all of which would demand a careful consideration, having regard to the fundamental difference which exists in many matters between the English practice and the procedure under our present Civil Procedure Code.

I understand the subject of your letter and its enclosures to be confined to the matter of suing a defendant firm in that firm's name, and not to extend to the matters of bringing suits by a plaintiff firm in the firm's name, without giving the names of the partners, though the English Rule provides for both of these cases. I mention this because it has occurred to me that an amendment of the Code in either of the respects just alluded to, and more particularly in the latter case, would involve in the suits under consideration a more or less modified departure from the system of signing and verifying pleadings by the parties, which is now a peculiar feature of the Indian Civil Procedure.

Speaking for myself, I should not at all object to see this system of signing and verifying pleadings by the parties considerably modified, if not abolished, in all classes of suits except where the party sues or defends in person; for the trouble and delay which it frequently entails upon the scrupulous litigant and practitioner, especially where the parties are numerous, appears to me to be out of all proportion to the benefits which the system is intended and supposed to secure or are actually secured in practice. I have moreover known many instances in which it has been most desirable that a suit should be instituted without delay, but it has been impossible to proceed owing to the fact that there has been no one on the spot at the time empowered to sign and verify the plaint in accordance with the provisions of the Civil Procedure Code.

I am submitting your letter and its enclosures, with a copy of this letter, to the Honourable the Advocate-General for his advice upon the whole matter.

No. 183.

FORT WILLIAM, 28*th February* 1894.

From R. LEYCESTER UPTON, Esq., Solicitor to the Government of India, to the SECRETARY to the GOVERNMENT of INDIA, Home Department.

In continuation of my No. 89 of the 31st ultimo, I have the honour to forward herewith a copy of the case submitted to the Honourable the Advocate-General and his opinion thereon.

CASE.

At the request of the Government of India I have the honour to submit, for the opinion and advice of the Honourable the Advocate General, a letter to my address from the Secretary to the Government

of India, No. 89, dated 25th January 1894, and its enclosures relating to a proposal to amend the Civil Procedure Code by the introduction of sections to enable suits to be brought against partners in their trade name, and also relating to the question of the registration of partnerships.

My views in the matter are embodied in a letter which I have addressed to the Secretary to the Government of India, and a copy of which is annexed hereto.

R. L. UPTON, Solicitor to the Government of India.

31*st January* 1894.

OPINION.

I am of opinion that the suggestion put forward by Messrs. Carruthers & Co., *viz.*, that the Civil Procedure Code should be amended by introducing a section or sections similar to Rules 14 and 15 of Order 16 of the Rules made in pursuance of the Judicature Acts, 1883, should be adopted. This course will greatly facilitate the suing of persons who carry on business in co-partnership by their trade names, and as pointed out by the Government Solicitor will also help to expedite the bringing of suits by a plaintiff firm in the firm's trading name, as provided by the English Rules. The latter course may involve a modification from the present system of signing and verifying pleadings by the parties. The introduction of the English Rules will, in my opinion, meet nearly all the difficulties that are now experienced, so far as respectable and solvent firms are concerned, as in their cases the very moment a decree is passed, which is acquiesced in, there will be no further trouble. In the case of other firms, should there be any difficulty in executing the decree, it will be open to the decree-holder in the execution proceedings to examine a member of the firm who are the Judgment-debtors and thus ascertain who are the partners of the firm.

The further question raised by the Legal Remembrancer, *viz.*, to compel by legislation the registration of the names, etc., of all persons trading or carrying on business in names other than their own is a very large and difficult question, and will involve not a slight amendment of the Code of Civil Procedure, but a consideration of the law of partnership, and of all joint interests in property. It is a matter upon which the public, especially the commercial community, ought to be consulted, so that the Government may be in a position to know what difficulties have to be met. The Small Cause Court Judges of Calcutta, I notice, are of opinion that serious difficulties will have to be encountered before legislation in this direction can be rendered effective. For the present, therefore, it would be best to adopt the course suggested by Messrs. Carruthers & Co., and to see how far it will meet the difficulties now encountered, and which are shortly stated in their letter of the 9th January 1893.

G. C. PAUL, Advocate General.

24*th February* 1894.

BOMBAY CHAMBER OF COMMERCE, *8th August* 1894.

The SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 4796, of the 9th ultimo, covering copies of certain papers on the subject of a suggestion made by Messrs. Carruthers & Co., Calcutta, for legislating in the direction of Rules 14 and 15 of the English Order No. 16, made in 1883, in pursuance of the Supreme Courts of Judicature Acts, so as to enable persons carrying on business in co-partnership to sue and be sued in their trade or professional names.

2. In reply, I am directed to inform you that, in the opinion of the Committee of the Chamber, the proposed legislation would be in every way beneficial; and such legislation should also be on the lines indicated by Messrs. Carruthers & Co.

3. With reference to paragraph 3 of your letter, the Committee of the Chamber are of opinion that the difficulties in the way of legislating for the compulsory registration of partnerships are so great that if undertaken it should only be after very careful consideration and enquiry. For many years this formed the subject of lengthy correspondence between this Chamber and the Government of Bombay, and ultimately, in the year 1879, as the result of an application made to Government for a legislative enactment, Government invited the Chamber to submit a Draft Bill embodying, within certain limits, provisions which the Chamber would wish to see enacted on the subject. The Draft Bill was accordingly prepared by the solicitors of the Chamber—Messrs. Craigie, Lynch, and Owen—but after a very careful study of its provisions, both by a Special Committee and the members of the Chamber in meeting assembled, it was resolved "that the "Committee be instructed to inform Government that the "practical working difficulties which have appeared in "drawing up the Bill for the registration of partnerships "have been so many and so great, that they must, for the "present, withdraw their request for an Act for the purpose." Whether the difficulties then discovered could be more easily overcome now, my Committee are not prepared, without a very mature consideration of the subject, to say;

but in any case the result of this previous experience indicates conclusively that the matter is one which cannot be lightly dealt with.

4. The suggestion contained in your letter under reply that it is "matter for consideration whether in any legislation that may be undertaken a provision might not properly be introduced, making such registration a condition precedent to the privilege of being permitted to sue under a trade or professional name," appears to the Committee to have been thrown out under a misconception of the position. Plaintiffs would at any time have no objection to sue in the actual names of their partners: the difficulty is entirely in the opposite direction in obtaining the names of the partners of defendant firms to permit of their being sued. The Committee of the Chamber therefore cannot consider the suggestion referred to one worthy of being entertained.—I have, &c.,

JOHN MARSHALL, Secretary.

BENGAL CHAMBER OF COMMERCE, 23*rd August* 1893.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The Committee of this Chamber have received a letter from the Government of Bengal enclosing papers sent down from the Government of India, with reference to a proposal which has been made to enable persons carrying on business in co-partnership to sue, and to admit of being sued under their trade or professional names, and the opinion of the Chamber of Commerce is asked as to whether such legislation is desirable.

2. While the Committee are strongly of opinion that the proposed legislation is extremely desirable and should be cordially approved of, they consider that it does not go far enough and that a favourable opportunity is now presented for asking Government again to consider the necessity for an Act making the registration of partnerships compulsory, the necessity for which has been an acknowledged fact for a great number of years, the question having been raised, so far back as the year 1867, and re-opened, though unsuccessfully, on various occasions since.

3. The Committee are inclined to think that the difficulties which have hitherto presented themselves, in connection with this important matter, are not of an insuperable nature, and I am directed to enquire, firstly, whether you have received any communication from your Government with regard to the proposals now before the Government of India referred to above, and, if so, what the views of your Committee are

in connection with these proposals; and secondly, whether your Chamber would be prepared again to urge upon the Government of India the necessity for legislation on the subject of registration of partnerships.—Yours, &c.,

W. PARSONS, Acting Secretary.

BOMBAY CHAMBER OF COMMERCE, 30*th August* 1894.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. 926 of the 23rd instant, and to say in reply that the papers in question have been submitted to this Chamber through the Bombay Government, and I am directed to hand you herewith, for your information, a copy of the letter addressed by my Committee to Government thereon.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX Y.

PROPOSED REVISION OF THE CODES OF CRIMINAL AND CIVIL PROCEDURE.

No. 8120 OF 1894.

JUDICIAL DEPARTMENT,

BOMBAY CASTLE, *5th December* 1894.

From C. H. A. HILL, Esq., Under-Secretary to Government, Bombay, to the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward to you herewith copies of a letter from the Government of India No. 11 Judicial—1149, dated the 22nd October 1894, and of its accompaniments, regarding a general revision of the Codes of Criminal and Civil Procedure, and to request that you will be so good as to favour Government with any proposals the Bombay Chamber of Commerce may have to make for the amendment of the Codes of Criminal and Civil Procedure, and also with the Chamber's opinion on the proposals already referred to in the accompaniments to the letter from the Government of India.—I have, &c.,

C. H. A. HILL, Under-Secretary to Government.

No. $\frac{11 \text{ Judl.}}{1149.}$

HOME DEPARTMENT, JUDICIAL,

SIMLA, *22nd October* 1894.

From J. P. HEWETT, Esq., C.I.E., Offg. Secretary to the Government of India, to the CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to address the Government of Bombay upon the subject of a general revision of the Code of Criminal Procedure, Act X of 1882, and the Code of Civil Procedure, Act XIV of 1882. The former Code came into force on January 1st, 1883, and the latter on June 1st, 1882. The Code superseded by the Code of Criminal Procedure of 1882 had been in force for 10 years, and that superseded by the Code of Civil Procedure of 1882 for nearly five years. The existing Code of Criminal Procedure has been amended by 13 different enactments of general application and the Code of Civil Procedure by 14 similar enactments. The former has been also modified locally by 11 Acts and Regulations, and the latter by seven Acts and Regulations. These amending Acts and Regulations are specified in the Appendix I. to this letter. The inconvenience caused by the many alterations which have been made in the Codes since 1882 has been to

some extent obviated by the publication, under the authority of the Legislative Department of the Government of India, of revised editions of the Codes, but, in the opinion of the Governor General in Council, the time has now come for re-enacting the two great Codes of Indian adjective law, so as to embody in them these alterations and any others which the experience of the last 12 years may have suggested.

2. A number of suggestions for alterations in both Codes have been received from time to time by the Government of India. Those relating to the Code of Criminal Procedure, which are at present thought worthy of consideration, are set out in detail in Appendix II. of this letter. The majority of suggestions made to the Government of India for the amendment of the Code of Civil Procedure have either been passed into law or are at present before the Legislative Council, but several proposals still remain for consideration. The Government of India understand that the Local Governments and Administrations and the High Courts have also been registering the difficulties and obscurities which practice has brought to light in this Code. And it appears to them to be probable that it will be found that the Civil Procedure Code will require to be modified at least as extensively as the Criminal Procedure Code. I am now to ask for the proposals of His Excellency the Governor in Council together with those of the High Court, other experienced Officers of Government and the public whom it may be deemed necessary to consult in the Bombay Presidency for the amendment of the Codes. As it is desirable that the work of tabulating all the proposals made should be commenced on the return of the Government of India to Simla, I am to ask that the replies to this reference may, if possible, be submitted before the 31st March next.—I have, &c.,

J. P. HEWETT,
Offg. Secretary to the Government of India.

APPENDIX II.

AMENDMENTS SUGGESTED IN CODE OF CRIMINAL PROCEDURE.

1. *Section* 7.—In paragraph 4 of a letter to the Madras Government, No. 2247, dated the 11th August 1885, the Judges of the Madras High Court proposed that this section should be amended so as to give power to the Local Government to alter the limits of Sessions Divisions without regard to the limits of districts. It was pointed out that it was found necessary in the Madras Presidency to provide two District and Sessions Courts for some districts, and it was suggested that if the words "ordinarily" or "unless the Local Government shall otherwise direct" were introduced into clause 4 of the section, the Local Government would be able to prevent the administrative inconvenience which might now ensue. The Government of India desire to learn whether such an amendment is considered desirable by other Local Governments.

2. *Section* 9.—In their letter No. 5138, dated the 1st November 1890, the Allahabad High Court alluded to the difficulty which might

occur owing to the illness of the Sessions Judge or to the vacancy of the office during the transfer, specially in the case of emergent applications to admit to bail. The Honourable Judges proposed the following addition to the Code :—

Section 9-*A*.—In the event of death, resignation or removal of the Sessions Judge or of his being incapacitated by illness or otherwise from the performance of his duties, or of his absence from his Sessions Division, the District Magistrate, or if the District Magistrate be absent from head-quarters, the senior Joint Magistrate present at head-quarters, shall, until the office of Sessions Judge is resumed or assumed by an officer appointed thereto, receive and deal with such emergent applications to admit to bail as would ordinarily be received and dealt with by the Sessions Judge.

This amendment was supported by the Government of the North-Western Provinces and Oudh in letter No. 311 (Judicial), dated the 2nd February 1891.

In their letter No. 1361, dated the 10th March 1890, the Government of Bombay had suggested an amendment of section 178 of the Code for the same purpose; and the Government of India had replied in Mr. Lyall's letter No. 656 (Judicial), dated the 16th May 1890, that the amendment of that section as proposed would not be the appropriate method of remedying inconveniences of the kind referred to, and suggested that the provision of a remedy was rather for administrative arrangements than for legislation, as the District Magistrate could already be appointed to officiate as Sessions Judge in addition to his own duties "for the purpose of hearing urgent applications for admission to bail."

Local Governments and Administrations should now report whether sufficient administrative arrangements can be made or whether any legislative alteration is required.

3. *Section* 10.—An amendment was suggested in paragraph 15 of the Punjab Government's letter No. 106, Home (Judicial), dated the 18th December 1885, which was as follows :—

There remains one most important point which Sir Charles Aitchison hopes will be fully considered by the Government of India. Under Section 9 of Act X of 1882 the Local Government has power to appoint Additional Sessions Judges who can exercise all the powers of a Sessions Judge, but there is no provision in the Code whereby it can appoint Additional or Joint District Magistrates to exercise all or any of the powers of the District Magistrate. It is true that under Section 10 of the Code of Criminal Procedure, a Magistrate of the 1st class other than the Deputy Commissioner might be appointed District Magistrate. But while it is desirable to maintain the Deputy Commissioner in his position or head of the criminal administration of his district, it would often be a great advantage if it were practicable to relieve him of the bulk of his criminal work * * * The Deputy Commissioner has sometimes to be absent for long periods on political duty beyond the frontier, or his time may be taken up by political and miscellaneous work; and he may also be entrusted with the important duties of land revenue assessment. The Lieutenant-Governor

has long been of opinion that the arrangement by which when a district comes under settlement, the Deputy Commissioner continues to perform the ordinary work, and a Junior officer is put into conduct the extremely important duty of revising the assessment, just reverses the proper order of things. It is the settlement work that especially demands the intensity of judgment which only comes with the experience of years; and it is this work which should be done by the District Officer, a junior being posted to the district to take up the magisterial and other criminial duties, which in ordinary times would fall to be disposed of by the Deputy Commissioner * * * For these reasons the Lieutenant-Governor would wish to have power to provide separately for the magisterial and other criminal work of the District Officer by giving him when necessary an assistant of less standing but fully empowered to discharge these duties efficiently, while the Deputy Commissioner himself is engaged upon revenue or political work of far greater difficulty. If this view is accepted the Local Government should be authorized to appoint Additional or Joint District Magistrates, and an amendment should also be made to Section 30 of the Code; that is to say, the local Government should be enabled to invest the Additional or Joint District Magistrates with all or any of the enhanced powers conferred by that section: these powers to be exercised within such limits and in such classes of cases as the Local Government may direct.

The Select Committee which reported upon the Bill which became Act X of 1886 decided that it would not be expedient to act upon this suggestion without further criticism, and for this reason did not adopt it. Such criticism is now invited.

4. *Section* 45.—In a letter No. 831, Home (Judicial), dated the 22nd August 1891, the Government of the Punjab brought to notice the absence of any legal provision empowering village headmen to prevent the cremation of burial of the bodies of persons who were suspected to have been murdered, but whose relatives desire to conceal the real facts of the case, and thus to defeat the ends of justice. It was remarked that in the Bombay Presidency section 11 of Bombay Act VIII of 1867, requires that when the Police patel is unable to forward the corpse without risk of putrefaction rendering examination useless or dangerous, he shall nevertheless prevent the burning or burying of such corpse until the Police Officer in charge of the District Police Station or one of his subordinates or a Magistrate shall have given permission. It was added that though a simple addition to section 45 of the Code would effect the object in view, Sir James Lyall was not prepared to recommend that a special enactment should be passed at that time, but thought that the subject might be dealt with when other amendments were contemplated.

5. *Section* 57.—The Government of Bombay proposed an amendment of this section in order to permit of arrest in cases punishable with more than a month's imprisonment when the accused is a resident of a Native State. The Government of India accordingly proposed a draft in the following form, which was accepted by the Government of Bombay in Mr. Lee-Warner's letter No. 1147, dated the 17th February 1893, to the Foreign Department:—

57. (1) When any person who in the presence of a Police Officer has committed or been accused of committing a non-cognizable offence refuses, on demand of such officer, to give his name and residence, or gives a name or residence which such officer has reason to believe to be false, he may be arrested by such officer in order that his name or residence may be ascertained.

Refusal to give name and residence.

2. When the true name and residence of such offender have been ascertained, he shall, except in the cases mentioned in the next following sub-section, of this Section, be released on his executing a bond for his appearence before a Magistrate if so required.

3. If such offence as aforesaid is punishable with imprisonment for any term exceeding one month, and the residence of the offender is a place not in British India, and if such officer as aforesaid has reason to believe that the offender if permitted to return home would not obey a summons to appear before a Magistrate to answer the charge, he may require such bond as aforesaid to be executed with one or more sureties resident in British India.

4. Should the offender neglect or refuse to execute such bond as aforesaid (with or without suretees, as the case may be) he shall within twenty-four hours from the time of his arrest, be brought before the nearest Magistrate having jurisdiction.

It was then decided to take the proposed amendment into consideration as soon as a suitable opportunity should offer for amending the Code.

6. *Section* 107.—In paragraph 19 of the Bengal Government's Resolution dated the 4th November 1886, upon the Report of the Administration of the Police Department for the year 1885, attention was invited to the rulings of the High Court reported in I. L. R. II, Cal. 737 and 12 Cal. 133 following I. L. R. 6 All. 26, to the effect that a Magistrate has no power to take proceedings under section 107 of the Code against a person not personally within his jurisdiction, and it was suggested that such power should be given. The attention of the Select Committee which reported upon the Bill which became Act X of 1886 was directed to the question, but it was deemed proper not to deal with it then without giving further notice to the public. It was accordingly deferred until the next suitable opportunity occurred of amending the Code.

7. *Section* 110.—In paragraph 12 of Mr. Tupper's letter No. 1061, Home (Judicial), dated the 18th December 1885, the Government of the Punjab supported an amendment which had been suggested by a Judge of the Chief Court, to the effect that security for good behaviour should be permitted to be taken from the protectors and harbourers of thieves or disposers of stolen property.

8. *Section* 145.—In their letter No. 274, dated the 6th February 1886, the Judges of the Calcutta High Court invited the attention of the Government of India to the ruling reported in I. L. R. II, Cal. 413, and suggested that the doubts to which the expression "tangible immoveable property" in Section 145 of the Code had given rise should be set at rest in any amending Act that might be passed.

9. *Sections* 156 *and* 159.—In 1892, when considering the rules which has been laid down in certain Provinces for the guidance of Police Officers as regards dispensing with investigation in the less serious cases of theft and housebreaking, the Government of India remarked that power had not been given in the Code to the Magistrate to order the Police to investigate a cognizable offence when the officer in charge of the Police Station had dispensed with a local investigation in the exercise of the discretion allowed to him by Seciton 157. As such orders are constantly given by Magistrates, and as there appeared no reason why they should not be permitted, the Government of India considered that the Code should be brought into accordance with the practice.

10. *Section* 170.—In Home Department Circular letter No. 1-Judicial 149—158, dated the 12th February 1894, Local Governments and Administrations were consulted upon a suggestion made by the Government of the North-Western Provinces and Oudh for the amendment of Section 170 of the Code, with a view to the exemption of certain railway servants, when they are complainants or witnesses in cases investigated by a Police Officer, from the operation of that section by withdrawing the obligation that such persons shall execute bonds to attend at the Magistrate's Court on the date fixed by the Police Officer for the appearance of the accused and leaving it to the Magistrate to summon them in accordance with the provisions of Section 72 of the Code. The replies of Local Governments and Administrations have been received and will be considered when the draft Bill is being prepared.

11. *Section* 188.—In the Foreign Department letter No. 805-I., dated the 22nd February 1892, the Government of India informed the Government of Bombay that they had decided to amend Section 188 of the Code so as to render all servants of the Crown, whether subjects of Her Majesty or not, punishable by Courts in Britsh India for offences committed outside British India.

12. *Section* 193.—In some of the replies of the local authorities who were consulted upon the Bill which became Act X of 1886, attention was drawn to the inconvenience resulting, or likely to result, under various parts of the Code, from the absence of direct provision as to the powers of joint Sessions Judges, and it was suggested that provision should be made (as in Section 11 regarding the District Magistrates) that, on the office of Sessions Judge, becoming temporarily vacant, the Additional Sessions Judges (if there be any in the district) should temporarily exercise the powers and perform the duties.

13. *Section* 239.—At the same time Mr. G. E. Knox (now Mr. Justice Knox of the Allahabad High Court) suggested the addition to the section of the words "Transaction shall, when the offence is one under section 193, 194, 195, 203 or 211, be deemed to include the whole of an enquiry or trial in or during which such false evidence is given or fabricated, or such false information is given." He stated that the amount of time which is taken up whenever a number of persons combine to commit perjury deters Magistrates from sanctioning a prosecution. He added that to insist upon a separate enquiry and trial in each case leads to the neglect of more important work and to no resultant good.

14. *Section* 391.—In Home Department letter No. 1702, Judicial, dated the 25th November 1886, the Government of India expressed agreement with the view of the Officiating Judicial Commissioner of the Hyderabad Assigned Districts, and the Resident at Hyderabad, that Section 391, in cases where sentences of imprisonment and whipping are combined, necessitates that the term of imprisonment shall be at least for 15 days. A similar opinion was given on the 1st December 1892 by the Advocate-General, Madras. The section appears to present difficulties, but the Government of India consider that, except in the case of certain boys where a moderate whipping might be beneficially substituted for imprisonment, whipping should only be inflicted as an additional punishment in order to furnish a further deterrent in the case of incorrigible offenders for whom imprisonment has been already found inefficacious.

15. *Section* 392.—In May 1894, the Government of Bengal submitted for consideration a suggestion which had been made by the Calcutta High Court that the Code should be amended so as to give the Local Government the same power in respect of the whipping of juveniles as it has in regard to the whipping of adults to issue orders as to the mode in which and the part of the person on which sentences of whipping may be inflicted. His Honour the Lieutenant-Governor was disposed to the opinion that it would be better to leave the discretion as to the construction of the expression "in the way of school discipline" in section 392 to the Court as at present, than to impose upon the Local Government the responsibility of framing general rules. The Government of India postponed the consideration of the matter until the general revision of the Code.

16. *Section* 417.—The following is an extract from an opinion given by the Advocate-General, Bengal, dated the 30th November 1891 in a case of acquittal at a trial on the original side of the Calcutta High Court:—

According to the procedure prevailing in criminal trials on the original side of the High Court, when an acquittal takes place the matter is concluded. In case of a conviction, section 26 of the Letters Patent applies and the Advocate-General has the power of granting a certificate and having the matter re-opened. Section 417 of the Code of Criminal Procedure allows the Local Government to appeal, but only against acquittals in cases from the mofussil * * * As the matter now stands there have been misdirections and misstatements of the law, and in fact a mistrial, as to which at present there is no remedy. In view of the unfortunate termination of the trial, which is regarded by the public as a scandal, but has caused great uneasiness in commercial circles, some means, in my opinion, should be devised to rectify grave errors in future cases. I think it absolutely necessary that an amendment of the criminal law as applicable to the original Criminal Jurisdiction of the High Court should be made by enlarging the provisions of section 26 of the Letters Patent of the High Court, and giving to the Crown the same rights as are at present available to persons convicted.

The Government of India are disposed to think that this could be effected by an amendment of the Code of Criminal Procedure; they especially desire the opinions of the High Courts in the matter.

17. *Sections 425 and 442.*—The following correspondence passed between the Government of India and the Chief Commissioner of Burma concerning a proposal to revise these sections. It is desirable to consider whether any revision of them is required.

No. 739-5C.—4.

RANGOON, *30th March* 1893.

From the OFFICIATING SECRETARY to the CHIEF COMMISSIONER of BURMA, to the SECRETARY to the GOVERNMENT of INDIA, Home Department.

I am directed to address the Government of India concerning a proposal to revise sections 425 and 442 of the Code of Criminal Procedure so as to enable High Courts sitting as Courts of Appeal, Reference, or Revision to prepare fresh warrants in terms of the orders passed by them, and to send these warrants for execution direct to officers in charge of jails.

2. In January last the Chief Commissioner called the attention of the Judical Commissioners of Lower and Upper Burma, and of the Recorder to the suggestion made in paragraph 6 (page 142) of the Jail Committee's Report, Chapter XXIX, concerning the procedure to be adopted by Appellate Courts in modifying sentences. The present procedure throughout the province is shown in the enclosed extract from the criminal circulars of the Judicial Commissioner, Lower Burma, (sections 222 and 223) which is identical with the procedure followed in Upper Burma. It will be seen that while these rules make no distinction between High Courts and other Courts of Appeal, Reference, and Revision, they contain a provision that where the sentence of a lower Court is set aside the Court of Appeal, Reference or Revision shall send direct to the officer in charge of the jail a warrant for the release of the prisoner. This provision, so far as the High Courts are concerned, seems to be inconsistent with sections 425 and 442 of the Code of Criminal Procedure, under which it is the duty of the lower Court to issue such orders as are conformable to the judgment or order of the High Court. This inconsistency, which has only now been noticed, would be increased if the suggestions of the Jails Committee were carried out as regards High Courts, and a rule were issued directing that all warrants in modification of sentences should be sent direct to the jails and not through the Judge or Magistrate of the lower Court.

It is, of course, possible to carry out the suggestions of the Jails Committee as regards lower Courts of Appeal, Reference or Revision, at the same time bringing the existing rules into conformity with the law by discontinuing the practice by which warrants of release are sent direct to jails by the Courts of the Judicial Commissioners and the Recorder sitting as Courts of Appeal, Reference or Revision. There are, however, weighty objections to this course in the case of the Judicial Commissioners' Courts. These Courts are near the larger jails of the province, and there are many Courts in the interior between which and the Judicial Commissioner's Courts communication

takes so long that a prisoner might derive little or no benefit from a reduction or reversal of sentence if the orders given effect to it had to issue from the Court of first instance. The inconvenience and delay of sending orders of High Courts through the Courts of first instance would be greater in Burma than in older provinces owing to the defective state of communications.

3. I am to recommend, therefore, that if the existing provisions of the Code of Criminal Procedure, section 425 and 442, are held to be obligatory in this respect, the Governor General in Council may be pleased to revise these sections so as to leave to High Courts sitting as Courts of Appeal, Reference or Revision the option of issuing their orders direct to officers in charge of jails, except in the special class of case provided for in section 381 of the Code.

No. 926.

SIMLA, 31*st July* 1893.

From the SECRETARY to the GOVERNMENT of INDIA, Home Department, to the OFFICIATING CHIEF COMMISSIONER of BURMA.

In reply to your letter No. 739-5 C.—4, dated the 30th March last, I am directed to say that the proposals to modify sections 425 and 442 of the Code of Criminal Procedure in the manner indicated has been noted for consideration when the Code next comes under revision.

I am, however, to add that it appears to the Government of India that there is nothing in either of the sections in question to prevent a High Court sitting as a Court of Appeal, Reference or Revision, from issuing a warrant or sending a copy of its order direct to the Superintendent of the Jail in which a prisoner whose release has been ordered is confined; and there can be little doubt that the order would be at once obeyed in anticipation of the receipt of the warrant, in the manner prescribed by the Code, from the Lower Court.

18. *Section* 437.—In paragraph 6 of their letter No. 8050, dated the 20th November 1885, to the Legislative Department, the Government of Bombay pointed out that the Bombay High Court were at variance with the Calcutta and Madras High Courts as to the effect of this section. In the cases reported in I. L. R. 10, Cal. 1027 and 8 Madras 336, the Calcutta and Madras Courts adhered to the view of the law which prevailed when Act X of 1872 was in force, and held that when an accused person has been discharged by a subordinate Magistrate, a superior Court has no power to interfere unless fresh evidence is forthcoming. The Bombay High Court in the case of the Great Indian Peninsula Railway *v.* Dorabjee Hormusjee took a contrary view. The Governor in Council considered that the words "further enquiry" in section 437, might well include proceedings under sections 254—258 of the Code, and that, even if no additional evidence were forthcoming, the superior Court might order such additional proceedings to be taken and the trial to be completed; or if

this were not so, then an appeal should be given against an order of discharge as much as against a judgment of acquittal. This is one of the points upon which the Select Committee of 1886 thought that further criticism should be invited.

19. *Section* 475-A.—This section empowers the Governor General in Council to order criminal lunatics confined by order of the Local Government to be removed from one Province to another. The Chief Commissioner of Assam in 1889 suggested the desirability of amending the law by conferring on the Governor General in Council the power to give a general direction under section 475-A of the Code. The Government of India saw no objection to this proposal, but saw no necessity for an immediate amendment of the Code for the purpose.

20. In 1888 the Government of Bengal represented to the Government of India that administrative inconvenience resulted from the circumstance that section 487 of the Code operates to prevent a Magistrate who orders a prosecution under section 182 of the Indian Penal Code, on a report by the police that information given to them was false, from himself trying the case. The consideration of the question was postponed by the Government of India until the Code next came under review.

21. *Section* 514.—It was recently decided by the Chief Court of the Punjab that the representative of a deceased surety, who had bound himself under section 106 of the Code, was not liable after the death of the surety to be proceeded with as his representative in a summary proceeding under Chapter XLII of the Code. It will be noticed that while the Code provides for the discharge of a surety who applies to be discharged, there is no procedure prescribed in the event of a surety dying The Government of India desire suggestions as to what the procedure in such an event should be.

22. *Section* 552.—This section empowers a Presidency Magistrate to award compensation in all cases in which any person has caused a police officer to make an arrest and not merely in summons cases. The Bengal Government, in paragraph 13 of its letter No. 859-J. D., dated the 21st June 1886, suggested that this provision might with advantage be extended to all mofussil courts. The matter was noted for consideration upon a general revision of the Code.

23. The different Local Governments and the High Court at Calcutta were consulted in Home Department letter Nos. 545-550 (Judicial), dated the 6th May 1893, upon the recommendations made by the Bengal Jury Commission of 1893 for amendments of the Code upon the subject of trial by jury. The replies have been received and the subject referred for the consideration of Her Majesty's Secretary of State.

Certain other amendments of the Code have been under consideration in connection with the Bill for the more effectual supervision and control of habitual offenders, and for other purposes, which was circulated with the Legislative Department letter No. 147—158, dated the 16th January 1893, and the Bill to amend sections 366 and 371, which was circulated with the Legislative Department's letter Nos. 739-750 dated the 27th March 1894. The amendments involved in these Bills will be taken into further consideration when the Bill for the re-enactment of the Code of Criminal Procedure is proposed.

BOMBAY CHAMBER OF COMMERCE, *28th December* 1894.

The SECRETARY, LAW SOCIETY, Bombay.

DEAR SIR,—I am directed to ask if you will be so good as to favor the Chamber with a copy of the minutes of your Committee, on the subject of the general revision of the Codes of Criminal and Civil Procedure, suggestions respecting which are now before the Government of India. The Committee of the Chamber have been asked for an expression of opinion on the matter, but before addressing Government they would like to know the views held by your Committee.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY INCORPORATED LAW SOCIETY, *16th January*, 1895.

To the SECRETARY of the CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am in receipt of your letters of the 28th December last and 10th January instant and am directed by the Committee of the Bombay Law Society to send you herewith a copy of the circular letter addressed by me to the Committee of the Bombay Law Society dated the 24th December last, and the remarks of the Committee on the same.

I am also directed to inform you that if the Chamber will favour the society with their views on the question of the revision of the Codes of Civil and Criminal Procedure the Committee will be glad to consider the same with a view of supporting (if they think fit) the views of the Chamber in any representation the society may make to the Government.—Yours, &c.,

VERNON B. F. BAYLEY, Honorary Secretary.

REVISION OF THE CODES OF CIVIL AND CRIMINAL PROCEDURE.

BOMBAY LAW SOCIETY, *24th December* 1894.

To the MEMBERS of COMMITTEE.

DEAR SIRS,—I herewith circulate a letter No. 8121, dated the 5th instant, from the Under Secretary to Government with its accompaniments for your perusal.

If the Committee propose to take any action in the matter and will send their suggestion to me I will endeavour to incorporate the same in one letter for the approval of the Committee.—Yours, &c.,

VERNON B. F. BAYLEY, Honorary Secretary.

As to the Code of Criminal Procedure from a glance at these papers Section 417 is the only Section which appear to interest us and the power to order a re-trial should certainly be enacted.

As to Code of Civil Procedure I cannot at present think of any amendments which we should advocate except perhaps that it should be made clear that one partner has the right to sign and declare a plaint relating to partnership transactions for his partners, whether present or absent.

R. S. BROWN.

24th December 1894.

If anything occurs to me on the subject I will communicate it to the Honorary Secretary as requested.

So will I. C. B. LYNCH.

F. A. LITTLE.

24th Decemler 1894.

I agree with Mr. Brown. The only other point that occurs to me is that it might be well in framing the Act to decide whether or not partnership assets can be taken in execution; see the conflicting decisions in I. L. R., 14 Calcuta, and I. L. R., 13 Madras 447.

G. W. ROUGHTON.

27th December 1894.

I agree with Mr. Brown. As to Civil Procedure Code a case has recently come under my observation. A man filed a suit against two residents of Bombay in the Presidency of Madras. The Defendants did not know any pleader there, and were not willing to give a *General* Power of Attorney to their friend there. They gave a *Special* power to defend the suit and the constituted Attorney employed a pleader, but the Court held the appointment insufficient. I think the definition of the words "recognized agents" might with advantage be amended so as to include a case like the above.

NANU N. KOTHARE.

27th Decemler 1894.

This seems to be all that we can do. I do not think, however, that any proposal to allow Special Powers of Attorney could be adopted, as it would enable Law Agents, who were not Mukhtiars, to file and defend suits.

R. S. BROWN.

I agree with Mr. Brown.

C. B. LYNCH.

BOMBAY CHAMBER OF COMMERCE, 18*th January* 1895.

The SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—I have the honor, by direction, to acknowledge the receipt of your letter No. 8120, of the 5th ultimo, with accompaniments, regarding a general revision of the Codes of Criminal and Civil Procedure, and to say, in reply, that the matter having received the careful consideration of my Committee, they have no suggestions to offer regarding the proposed amendment of the law.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX Z.

BILL TO AMEND THE INDIAN PENAL CODE AND ACT VI OF 1864.

BOMBAY CHAMBER OF COMMERCE, *9th May* 1894.

The SECRETARY to the GOVERNMENT of INDIA, Legislative Department, Simla.

SIR,—I am directed by the Committee of the Chamber to address Government with respect to Bill No. 5 of 1894, being a Bill to amend the Indian Penal Code and Act VI of 1864, which, as appears from the *Gazette of India*, dated 24th March 1894, was introduced to the Legislative Council on the 22nd idem.

2. The particular portion of the Bill, with respect to which the Chamber is more immediately concerned, is Section 4 which, according to the Hon'ble Sir Alexander Miller, "is intended to meet a glaring defect in the law "which was proved to exist in a somewhat celebrated case, "the case of Shama Churn Sen * * * * * * * He was "acquitted because it could not be shown that the three "lakhs had been abstracted upon any one particular occa- "sion or in any particular sums. The section is intended "to meet such cases, and to make the falsification of books "punishable even although no particular sum of money or "particular occasion can be shown." My Committee would respectfully submit that for this purpose section 4 does not adequately meet the case. While likely to be effective, so far as it goes, in regard to the falsification of books and documents, it does not, in their opinion, afford a complete remedy for the glaring defect pointed out. No doubt it generally happens that misappropriation or criminal breach of trust in regard to money is accompanied by falsification or tampering with entries in books of account or with other documents; but, on the other hand, it is perfectly conceivable that cases may occur, and, no doubt, have occurred, where no manipulation of books or documents takes place, and in such cases it is obvious that

section 4 would not be of assistance in obtaining a conviction. In the recent case of Messrs. W. & A. Graham & Co. *versus* DeSilva, tried at the Bombay High Court before the Honourable Mr. Justice Farran, an instance is afforded of how the new section would fail of application. The accused was charged with misappropriating, amongst other sums, a difference shown to exist on a particular day between the cash in hand and the cash which, according to the entries made by the accused in the cash-book kept by him, should have been in hand on that day. As regards that particular item the accused apparently escaped conviction because the inference from the evidence was that this difference consisted of more than one sum abstracted at different dates other than the date on which he was charged with having misappropriated the difference. There was no positive evidence as to when the money was taken, and there was no tampering with the books so far as this sum was concerned. It is evident that the amendment now proposed by Section 4 of the Bill, under remark, would have been of no assistance in this particular case, and the Committee of this Chamber would submit, therefore, that some provision ought to be made in the Bill to secure a conviction in cases where a person has been called upon to account for money received and which he has failed to account for, although it cannot be proved what the actual amounts were and when they were taken or abstracted.—I have, &c.,

JOHN MARSHALL. Secretary.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

The following Bill was introduced in the Council of the Governor General of India for the purpose of making Laws and Regulation on the 22nd March, 1894 :—

No. 5 OF 1894.

A Bill to amend the Indian Penal Code and Act VI of 1864.

Whereas it is expedient to amend the Indian Penal Code and Act VI of 1864 ; It is hereby enacted as follows :—

Indian Penal Code.

Substitution of new section for section 182. Act XLV, 1860.

1. For section 182 of the Indian Penal Code the following shall be substituted, namely :—

"182. Whoever gives to any public servant any information which he knows or believes to be false, intending thereby to cause, or knowing it to be likely that he will thereby cause, such public servant—

False information, with intent to cause public servant to use his lawful power to the injury of another person.

(*a*) to do or omit anything which he ought not to do or omit if the true state of facts respecting which such information is given were known to him or

(*b*) to use any lawful power or authority of such public servant for the benefit of such informant in a manner in which he would not have used it but for the receipt of such false information, or

(*c*) to use the lawful power of such public servant to the injury or annoyance of any person,

shall be punished with imprisonment of either description for a term which may extend to six months, or with fine which may extend to one thousand rupees, or with both.

"*Explanation.*—It shall not be necessary for the purpose of clause (*c*) to show an intention on the part of the informant to injure or annoy any particular person if a reasonable and natural consequence of the receipt of such information as aforesaid would be that the public servant would so act as to cause injury or annoyance to some person or persons.

"*Illustrations.*

"(*a*) *A* informs a Magistrate that *Z*, a police-officer subordinate to such Magistrate, has been guilty of neglect of duty or misconduct, knowing such information to be false, and knowing it to be likely that the information will cause the Magistrate to dismiss *Z*. *A* has committed the offence defined in this section.

"(*b*) *A* falsely informs a public servant that *Z* has contraband salt in a secret place knowing such information to be false, and knowing that it is likely that the consequence of the information will be a search of *Z*'s premises, attended with annoyance to *Z*. *A* has committed the offence defined in this section.

"(*c*) *A* falsely informs a policeman that he has been assaulted and robbed in the neighbourhood of a particular village, but does not mention the name of any person as one of his assailants. As a natural consequence of this information, the Police make enquiries and institute searches in the village to the annoyance of the villagers or some of them. *A* has committed an offence under this section.

"(*d*) *A* applies to be admitted as a pleader in a Court, and in support of his application falsely alleges in writing or otherwise that he has been admitted as an advocate in some other Court, his intention being thereby to obtain authority to practise the profession of a pleader for gain or reward. *A* has committed an offence under this section."

Addition of section to Chapter XII, Act XLV, 1860.

2. To Chapter XII of the said Code the following shall be added, namely :—

Prohibition of fictitious stamps.

"263A. (1) Whoever—

(*a*) makes, knowingly utters, deals in or sells any fictitious stamp, or knowingly uses for any postal purpose any fictitious stamp, or

(*b*) has in his possession, without lawful excuse, any fictitious stamp, or

(*c*) makes, or without lawful excuse, has in his possession any die, plate, instrument or materials for making any fictitious stamp,

shall be punished with fine which may extend to two hundred rupees.

"(2) Any such stamp, die, plate, instrument or materials in the possession of any person for making any fictitious stamp may be seized and shall be forfeited.

"(3) In this section—

(*a*) 'fictitious stamp means any stamp falsely purporting to be issued by Government for the purpose of denoting a rate of postage, or any facsimile or imitation or representation, whether on paper or otherwise, of any stamp issued by Government for that purpose : and

(*b*) 'Government shall, notwithstanding anything in section 17, be deemed to denote the person or persons authorised by law to administer executive Government, not only in any part of British India, but also in any part of Her Majesty's dominions or in any foreign country."

Substitution of new section for section 294, Act XLV, 1860.

3. For section 294 of the said Code the following shall be substituted, namely :—

Obscene acts and songs.

"294. Whoever in or near any public place, to the annoyance of others, does any obscene act, or sings, recites or utters any obscene song, ballad or words, shall be punished with imprisonment of either description for a term which may extend to three months, or with fine, or with both."

Addition of new section after section 477, Act XLV, 1860.

4. After section 477 of the said Code the following shall be added, namely :—

Falsification of accounts.

"477 A. Whoever, being a clerk, officer or servant, or employed or acting in the capacity of a clerk, officer or servant, wilfully, and with intent to defraud, destroys, alters, mutilates or falsifies any book, paper, writing, valuable security or account which belongs to or is in the possession of his employer, or has been received by him for or on behalf of his employer, or wilfully, and with intent to defraud, makes or concurs in making any false entry in, or omits or alters or concurs in omitting or altering any material particular from or in, any such book, paper, writing,

valuable security or account, shall be punished with imprisonment of either description for a term which may extend to seven years, or with fine, or with both.

"*Explanation.*—It shall be sufficient in any charge under this section to allege a general intent to defraud without naming any particular person intended to be defrauded or specifying any particular sum of money intended to be the subject of the fraud."

Act VI of 1864.

Addition to Act VI, 1864.

5. After section 6 of Act VI of 1864 (*an Act to authorise the punishment of whipping in certain cases*), the following shall be added, namely :—

Definitions.

"7. (1) In sections 3 and 4 of this Act the words 'same offence' include a minor offence made up of some or any of the particulars of which the offence for which the subsequent conviction is obtained consists.

"(2) In section 5 of this Act, the expression 'juvenile offender' means an offender who in the opinion of the Court is under sixteen years of age, the opinion of the Court on such matter being final and conclusive."

STATEMENT OF OBJECTS AND REASONS.

21*st March* 1894.

The object of section 2 of this Bill is to give effect to the provisions of the Vienna Postal Convention which came into force on the 1st July, 1892. The other sections of the Bill are explained by the marginal notes against them. Section 4 has been inserted on the recommendation of Local Governments and Chambers of Commerce, the existing law having been held to be defective.

ALEX. EDW. MILLER.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

The following Act of the Governor General of India in Council received the assent of His Excellency the Governor General on the 8th February, 1895, and is hereby promulgated for general information :—

ACT. No. III OF 1895.

An Act to amend the Indian Penal Code, Act VI of 1864, *and the Indian Post-Office Act,* 1866.

Whereas it is expedient to amend the Indian Penal Code, Act VI of 1864 and the Indian Post-office Act, 1866 ; It is hereby enacted as follows :—

Indian Penal Code.

Substitution of new section for section 182, Act XLV, 1860.

1. For section 182 of the Indian Penal Code the following shall be substituted, namely :—

False information, with intent to cause public servant to use his lawful power to the injury of another person.

"182. Whoever gives to any public servant any information which he knows or believes to be false, intending thereby to cause or knowing it to be likely that he will thereby cause, such public servant—

(*a*) to do or omit anything which such public servant ought not to do or omit if the true state of facts respecting which such information is given were known by him, or

(*b*) to use the lawful power of such public servant to the injury or annoyance of any person,

shall be punished with imprisonment of either description for a term which may extend to six months, or with fine which may extend to one thousand rupees, or with both.

"*Illustrations.*

"(*a*) *A* informs a Magistrate that *Z*, a police-officer subordinate to such Magistrate, has been guilty of neglect of duty or misconduct, knowing such information to be false, and knowing it to be likely that the information will cause the Magistrate to dismiss *Z*. *A* has committed the offence defined in this section.

"(*b*) *A* falsely informs a public servant that *Z* has contraband salt in a secret place knowing such information to be false, and knowing that it is likly that the consequense of the information will be a search of *Z*'s premises, attended with annoyance to *Z*. *A* has committed the offence defined in this section.

"(*c*) *A* falsely informs a policeman that he has been assaulted and robbed in the neighbourhood of a particular village. He does not mention the name of any person as one of his assailants, but knows it to be likely that in consequence of this information the Police will make enquiries and institute searches in the village to the annoyance of the villagers or some of them. *A* has committed an offence under this section."

Addition of section to Chapter XII, Act XLV, 1860.

2. To Chapter XII of the said Code the following shall be added, namely :—

Prohibition of fictitious stamps.

"263A. (1) Whoever—

(*a*) makes, knowingly utters, deals in or sells any fictitious stamp, or knowingly uses for any postal purpose any fictitious stamp, or

(*b*) has in his possession, without lawful excuse, any fictitious stamp, or

(*c*) makes or, without lawful excuse, has in his possession any die, plate, instrument or materials for making any fictitious stamp,

shall be punished with fine which may extend to two hundred rupees.

"(2) Any such stamp, die, plate, instrument or materials in the possession of any person for making any fictitious stamp may be seized and shall be forfeited.

"(3) In this section 'fictitious stamp' means any stamp falsely purporting to be issued by Government for the purpose of denoting a rate of postage, or any facsimile or imitation or representation, whether on paper or otherwise, of any stamp issued by Government for that purpose.

"(4) In this section and also in sections 255 to 263 (both inclusive), the word 'Government' when used in connection with or in reference to, any stamp issued for the purpose of denoting a rate of postage, shall, notwithstanding anything in section 17, be deemed to include the person or persons authorised by law to administer executive government in any part of India, and also in any part of Her Majesty's dominions or in any foreign country."

Substitution of new section for section 294, Act XLV, 1860.

3. For section 294 of the said Code the following shall be substituted, namely :—

Obscene acts and songs.

"294. Whoever, to the annoyance of others,

(*a*) does any obscene act in any public place, or

(*b*) sings, recites or utters any obscene song, ballad or words, in or near any public place,

shall be punished with imprisonment of either description for a term which may extend to three months, or with fine, or with both."

Addition of new section after section 477, Act XLV, 1860.

4. After section 477 of the said Code the following shall be added, namely :—

"477A. Whoever, being a clerk, officer or servant, or employed or acting in the capacity of a clerk, officer or servant, wilfully, and with intent to defraud, destroys, alters, mutilates or falsifies any book, paper, writing, valuable security or account which belongs to or is in the possession of his employer, or has been received by him for or on behalf of his employer, or wilfully, and with intent to defraud, makes or abets the making of any false entry in, or omits or alters or abets the omission or alteration of any material particular from or in, any such book, paper, writing, valuable security or account, shall be punished with imprisonment of either description for a term which may extend to seven years, or with fine, or with both.

Falsification of accounts.

"*Explanation.*—It shall be sufficient in any charge under this section to allege a general intent to defraud without naming any particular person intended to be defrauded or specifying any particular sum of money intended to be the subject of the fraud, or any particular day on which the offence was committed."

Act VI of 1864.

5. For sections 2, 3 and 4 of Act VI of 1864 (*an Act to authorise the punishment of whipping in certain cases*) the following shall be substituted, namely :—

Substitution of new sections for sections 2, 3 and 4, Act VI, 1864.

"2. Whoever commits any of the following offences may be punished with whipping in lieu of any punishment to which he may for such offence be liable under the Indian Penal Code, that is to say :—

Offences punishable with whipping in lieu of other punishment prescribed by Penal Code.

Group A.

(1) theft, as defined in section 378 of the said Code.

(2) theft in a building, tent or vessel, as defined in section 380 of the said Code ;

(3) theft by a clerk or servant, as defined in section 381 of the said Code ;

(4) theft after preparation for causing death or hurt, as defined in section 382 of the said Code ;

Group B.

(5) extortion by threat, as defined in section 388 of the said Code ;

(6) putting a person in fear of accusation in order to commit extortion, as defined in section 389 of the said Code ;

Group C.

(7) dishonestly receiving stolen property, as defined in section 411 of the said Code ;

(8) dishonestly receiving property stolen in the commission of a dacoity, as defined in section 412 of the said Code ;

Group D.

(9) lurking house-trespass, or house-breaking, as defined in sections 443 and 445 of the said Code, in order to the committing of any offence punishable with whipping under this section ;

(10) lurking house-trespass by night or house-breaking by night as defined in sections 444 and 446 of the said Code, in order to the committing of any offence punishable with whipping under this section.

"3. Whoever, having been previously convicted of any one of the offences specified in the last preceding section, shall again be convicted of the same offence or of any offence included in the same Group of offences, may be punished with whipping in lieu of or in addition to any other punishment to which he may for such offence be liable under the Indian Penal Code.

On second conviction of offence mentioned in section 2, whipping may be added to other punishment.

"4. Whoever, having been previously convicted of any one of the following offences, shall be again convicted of the same offence, or of any offence included in the same Group of offences, may be punished with whipping in addition to any other punishment to which he may be liable under the Indian Penal Code, that is to say :—

Offences punishable, in case of second conviction, with whipping in addition to other punishment.

Group A.

(1) giving or fabricating false evidence in such manner as to be punishable under section 193 of the Indian Penal Code ;

(2) giving or fabricating false evidence with intent to procure conviction of a capital offence, as defined in section 194 of the said Code;

(3) giving or fabricating false evidence with intent to procure conviction of an offence punishable with transportation or imprisonment, as defined in section 195 of the said Code ;

Group B.

(4) falsely charging any person with having committed an unnatural offence, as defined in sections 211 and 377 of the said Code;

Group C.

(5) assaulting or using criminal force to any woman with intent to outrage her modesty, as defined in section 354 of the said Code ;

(6) rape, as defined in section 375 of the said Code ;

(7) unnatural offences, as defined in section 377 of the said Code ;

Group D.

(8) robbery or dacoity, as defined in section 390 and 391 of the said Code ;

(9) attempting to commit robbery, as defined in section 393 of the said Code ;

(10) voluntarily causing hurt in committing robbery, as defined in section 394 of the said Code ;

Group E.

(11) habitually receiving or dealing in stolen property, as defined in section 413 of the said Code ;

Group F.

(12) forgery, as defined in section 463 of the said Code ;

(13) forgery of a document, as defined in section 466 of the said Code ;

(14) forgery of a document, as defined in section 467 of the said Code;

(15) forgery for the purpose of cheating, as defined in section 468 of the said Code ;

(16) forgery for the purpose of harming the reputation of any person, as defined in section 469 of the said Code ;

Group G.

(17) lurking house-trespass, or house-breaking, as defined in sections 443 and 445 of the said Code, in order to the committing of any offence punishable with whipping under this section;

(18) lurking house-trespass by night, or house-breaking by night, as defined in sections 444 and 446 of the said Code, in order to the committing of any offence punishable with whipping under this section."

Addition of explanation to section 5, Act VI of 1864.

6. To section 5 of the same Act the following explanation shall be added namely :—

"*Explanation.*—In this section the expression 'juvenile offender' means an offender who in the opinion of the Court is under sixteen years of age, the decision of the Court on such matter being final and conclusive.

Indian Post-office Act, 1866.

Addition of new section after section 65, Act XIV of 1866.

7. After section 65 of the Indian Post-office Act, 1866, the following section shall be added, namely :—

Powers of Post-office in case of articles bearing fictitious or previously used stamps.

"66. (1) When a letter or other article is received by post from any place beyond the limits of British India—

(*a*) bearing a fictitious postage-stamp, that it to say, any facsimile or imitation or representation of any postage-stamp, or

(*b*) purporting to be prepaid with any postage-stamp which has been previously used to prepay any other letter or article,

the officer in charge of the Post-office at which such letter or article is received shall send a notice to the addressee of such letter or article inviting him to attend, either in person or by agent, within a specified time at such post-office to receive delivery of such letter or article.

(2) If the addressee or his agent shall attend at the post office within the time specified in such notice and shall consent to make known to the officer in charge of such office the name and address of the sender of such letter or article and to re-deliver to such officer the portion of such letter or article which bears the address and the fictitious or previously used postage-stamp, or, if such letter or article is inseparable from such stamp, the entire letter or article, the same shall be delivered to the addressee or his agent.

(3) If the addressee or his agent shall fail to attend at the post-office within the time specified in such notice, or, having attended within such time, shall refuse to make known the name and address of the sender of the letter or article or to re-deliver the article or portion thereof as required by sub-section (2), the same shall not be delivered to him, but shall be disposed of in such manner as may be directed by the Governor General in Council.

(4) For the purposes of this section 'postage-stamp' shall include any impressed, embossed or affixed stamp for denoting any rate or duty of postage of any part of Her Majesty's dominions or of any foreign country."

APPENDIX AA.

BILL TO AMEND THE PRESIDENCY SMALL CAUSE COURTS ACT, 1882.

BOMBAY, 18*th July* 1894.

From the HONORARY SECRETARY, BOMBAY LAW SOCIETY, to JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—I am desired by the Committee of the Bombay Law Society to forward to you the enclosed copy of the letter of to-day's date which has been addressed to the Chief Secretary to Government in the Legislative Department, Bombay, upon the subject of Bill No. II of 1894, being a Bill to amend the Presidency Small Cause Court Act, 1882, as the Chamber may contemplate making a representation to Government on the Bill in question.

The Bill came up before Council recently, but the passing of the same was postponed.—Yours, &c.,

VERNON B. F. BAYLEY, Honorary Secretary.

BOMBAY, 18*th July* 1894.

From the HONORARY SECRETARY, BOMBAY LAW SOCIETY, Bombay, to the CHIEF SECRETARY to GOVERNMENT, Legislative Department, Bombay.

SIR,—I have the honor to inform you that the Committee of the Bombay Law Society have had before them Bill No. 11 of 1894, (a Bill to amend the Presidency Small Cause Courts Act, 1882), and I have been directed to address to you this letter with the request that it may be forwarded to the Government of India in the Legislative Department.

As to Section 3 of the Bill, the Committee would again urge, as they did in their letter of the 6th March 1893, to the Government of India upon the subject of the former Bill (Bill No. 11 of 1893), that an attorney should be eligible for the post of Chief Judge of a Small Cause Court, and would suggest that any person qualified to act as a Judge should be equally eligible to act as Chief Judge. At the present moment the Second Judge of the Bombay Court of Small Causes is a Vakil, the third and fifth Judges being the only advocates on the bench besides the Chief Judge.

As to Section 6 of the Bill the Committee notice that the words "joint and several liability" have been inserted in lieu of the words "several liability" which appeared in Section 4 of the old Bill. In their former letter, above referred to, the Committee suggested that the wording should be "several or joint and several," which suggestion they again venture to make for the reasons given in their former letter. The wording may appear to be somewhat superfluous, but will, it is thought, set aside any possibility of any question arising as to the meaning of the Section.

As to Section 8 of the Bill, the Committee would suggest that the marginal note to Section 21 of the Presidency Small Cause Courts Act 1882 should be amended as the concurrent jurisdiction of the High Court in cases over Rs. 1,000 given by that Section is more important than the question of "suits by and against Officers of Court" to which that Section at present solely applies.

As to Section II of the Bill, the Committee note that the proviso to Section 38 of the Act (as amended by the Bill of 1893), which precluded a new trial in the Small Cause Court in suits in which an appeal lay to the High Court, has been omitted in the present Bill. They would, however, point out what appears to have been overlooked as to the time when an application to the High Court is to be made under Section 39 (1) of the Act (as amended by the Bill of 1894); such application can be made :—

(1) "before the day fixed by the summons for the appearance of the defendant," or

(2) "within eight days after the service of the summons on him" "whichever period shall *last expire*."

It frequently happens that owing to the shifting nature of the population of Bombay leave is granted to a Plaintiff to serve a "short date summons," the returnable date being sometimes as near as two days after leave is given. In such a case a defendant would be able to apply to the High Court and obtain an order removing the same to the High Court, although a decree had been in the meantime passed against him in the Small Cause Court as the necessary application could easily be made to the High Court within 8 days after the service of the summons on him. What would happen in such a case it is difficult to conceive, and it may be suggested that such an occurrence is extremely unlikely, but if a day within the 8th day after the service of the summons is of a later date than any day before the day fixed by the summons for the return of the same, the defendant, as the Section now stands, *has a right* to make the application specified.

However as Section 39 (1) stands at present there is every probability of the advantages of a "short date summons" being practically set aside in cases over Rupees 1,000, provided the defendant has *prima facie* a good defence, as if the application to the High Court is made before the returnable date of the summons, and is successful, the case is transferred and the hearing postponed probably for 2 or 3 months.

By Section 39 (2) of the Act (as amended by the Bill of 1894) the only security to be furnished by a defendant is for the plaintiff's costs of the hearing in the High Court. It appears, however, to the Committee that this may prove a great hardship to a plaintiff. The law costs of the plaintiff in a hearing in such a case in the High Court would, of course, amount to far more than those in the Small Cause Court; a plaintiff might succeed in obtaining a decree in the High Court and in the end find that the defendant was a man without means, and in addition to not recovering any thing under the decree the plaintiff would have to pay his own legal expenses,

which would certainly amount to between Rupees 500 and Rupees 1,000, and in many cases more, to the whole of which expense he would have been put through the defendant's having had the luxury of his case being tried by a superior Court. To bring about this result all that a defendant has to do is to "apply *ex parte* on an affidavit "setting forth the facts on which he relies for his defence" and "unless" the Judge is of opinion "that the application has been "made solely for the purpose of delay" the defendant is "entitled to "such order as "of right."

The Committee therefore suggest that in order to obviate the defects mentioned above a proviso should be inserted after Section 39 (2) as follows :—

> "Provided that no such application shall be granted except
> "on notice to the plaintiff in any suit in which a decree
> "has already been passed in a Small Cause Court, or in
> "which an early date has been fixed by the summons
> "for the appearance of the defendant in a Small Cause
> "Court in accordance with any order made in that behalf
> "by a Judge of such Court."

And that in Section 39 (2) after the words "to require the applicant" the following words be inserted :—

> "to deposit in Court money or other property sufficient
> "to answer the claim against him and"

In conjunction with the latter suggestion it should be noted that Section 21 of the Presidency Small Cause Court Act, 1882 (as amended by Section 8 of the Bill of 1894) will give a plaintiff the right of electing to file his suit in the High Court, and of which right he will probably avail himself should he think the case is of such importance or difficulty that the High Court would be more able to deal with it. This, however, might be entirely frustrated through the motives of the defendant and which motives a Judge on an *ex parte* application made by the defendant would be unable to fathom ; such, for instance, as a desire to put the plaintiff to the extra costs of a suit in the High Court with a view of effecting a compromise or of causing annoyance by inspection of documents with a like object.

Having these facts in view the Committee cannot but look upon the power of a defendant to have a case removed into the High Court under the circumstances proposed in any other light but that of a luxury, and would strongly urge that their recommendation as to security abovementioned should be adopted. It is clear that if a defendant intends to satisfy any decree that may be passed against him it will be little or no hardship on him to deposit the amount of the claim in Court, whereas if he has no such intention or power to carry out the same, it seems hardly equitable that he should have the power in his hands of not only depriving the plaintiff of the amount of his decree but also of putting him to heavy expense in obtaining what he, the defendant, knows will ultimately turn out to be a decree which is of no more value than the paper it is written on.—I have, &c.,

VERNON B. F. BAYLEY, Honorary Secretary.

BOMBAY CHAMBER OF COMMERCE, 21*st August* 1894.

The SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—Having been favoured by the Bombay Law Society with a copy of a representation addressed by that body to the Chief Secretary to Government, in the Legislative Department, under date of 18th July 1894, regarding Bill No. 11 of 1894, (a Bill to amend the Presidency Small Cause Courts Act, 1882), I am directed to respectfully submit, for the favor of transmission to the Government of India, the views of the Chamber thereon.

2. The opinion of the Chamber has not been specially solicited on the Bill, but doubtless this arises from the fact that an opportunity for criticising the measure had practically been afforded and availed of in my letter to you of 25th June, 1891, in reply to your No. 2283, of 24th April 1891, inviting the criticisms of the Chamber on certain suggestions made to Government, for the improvement and amendment of Act XV of 1882.

3. In that communication the Chamber, *inter alia*, expressed its assent to the general principle that it was desirable to give the High Court concurrent jurisdiction with the Court of Small Causes in suits for sums over Rs. 1,000, and in that respect the draft Bill has the approval of the Chamber. The mode in which this concurrent jurisdiction may be availed of, as laid down in the Bill, seems, however, to open the door to the possible misuse of the privilege to the detriment of suitors, and I am accordingly directed to say that this Chamber would endorse and strongly support the whole of that part of the Bombay Law Society's representation which deals with Section 39 of the Bill.

4. On the preceding portion of the Society's memorial, referring, as it does, mainly to points of a technical character, the Chamber does not feel called upon to offer any opinion.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 6048 OF 1894.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 1*st September* 1894.

From M. H. W. HAYWARD, Esq., I.C.S., Acting Under-Secretary to Government, Bombay, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 21st of August 1894, relative to the Government of India's Bill No. 11 of 1894 (a Bill to amend the Presidency Small Cause Courts Act, 1882), and to intimate that a copy of the letter has been forwarded to the Government of India for consideration.—I have, &c.,

M. H. W. HAYWARD,
Acting Under-Secretary to Government.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

The following Act of the Governor General of India in Council received the assent of his Excellency the Governor General on the 4th January, 1895, and is hereby promulgated for general information :—

ACT No. I OF 1895.

An Act to amend the Presidency Small Cause Courts Act, 1882.

Whereas it is expedient to amend the Presidency Small Cause Courts Act, 1882; It is hereby enacted as follows :—

Title and commencement.

I. (1) This Act may be called the Presidency Small Cause Courts Act, 1895 ; and

(2) It shall come into force on the first day of April, 1895.

Amendment of section 6, Act XV, 1882.

2. In section 6 of the Presidency Small Cause Courts Act, 1882, hereinafter referred to as "the said Act," after the words "Code of Civil Procedure" the following shall be added, namely :—

"and to be a Court subordinate to the High Court within the meaning of section 6 of the Legal Practitioners' Act, 1879."

Amendment of section 7, Act XV, 1882.

3. (*1*) For the proviso to the first paragraph of section 7 of the said Act the following shall be substituted, namely :—

"Provided that no person shall be appointed to be a Judge of such Court, or be authorised to exercise the powers of a Judge of such Court, unless he is—

(*a*) an advocate of a High Court of Judicature established under the Indian High Courts Act, 1861, or

(*b*) a vakil or attorney of any such High Court, or

(*c*) a Judge of a Court of Civil Judicature of not less than five years' standing :

and that not less than one-third of the persons so appointed, including the Chief Judge, shall be advocates of one of the said High Courts."

(2) The last paragraph of section 7 of the said act is hereby repealed.

Insertion of new section after section 8, Act XV, 1882.

4. After section 8 of the said Act the following shall be inserted, namely :—

" 8A. During any absence of the Chief Judge the Local Government may appoint any of the Judges of the Court who may be qualified for the appointment of Chief Judge to perform the duties of Chief Judge, and may appoint some other duly qualified person to act as a Judge of the said Court until the Chief Judge has returned from such absence, and during any absence of a Judge of the said Court the Local Government may appoint a duly qualified person to act as a Judge of the said Court, and every person so appointed shall be authorized to perform the duties of a Judge of the said Court until the return of the absent Judge or until the Local Government shall see cause to cancel the appointment of such acting Judge."

Performance of duties of absent Judge.

Substitution of new section for section 9, Act XV, 1882, and temporary continuance of existing procedure and practice.

5. For section 9 of the said Act the following shall be substituted, namely :—

Procedure and practice of Small Cause Court.

" 9. (1) The High Court may from time to time by rules having the force of law,—

(*a*) prescribe the procedure to be followed and the practice to be observed by the Small Cause Court either in supersession of or in addition to any provisions which were prescribed with respect to the procedure or practice of the Small Cause Court on or before the thirty-first day of December, 1894, in or under this Act or any other enactment for the time being in force, and

(*b*) cancel or vary any such rule or rules.

" Rules made under this section may provide, among other matters, for the exercise by one or more of the Judges of the Small Cause Court of any powers conferred on the Small Cause Court by this Act or any other enactment for the time being in force.

" (2) The law, and any rules and declarations made, or purporting to be made, thereunder, with respect to procedure or practice, in force or treated as in force in the Small Cause Court on the thirty-first day of December, 1894, shall be in force, unless and until cancelled or varied by rules made by the High Court under this section."

Addition to section 14, Act XV, 1882.

6. To section 14 of the said Act the following shall be added, namely :—

" *Explanation.*—For the purposes of this section an application for possession under section 41 shall be deemed to be a suit."

7. To section 18 of the said Act the following proviso shall be added immediately before the first explanation, namely :—

Addition to section 18, Act XV, 1882.

"Provided that where the cause of action has arisen wholly within a local limits aforesaid, and the Court refuse to give leave for the institution of the suit, it shall record in writing its reasons for such refusal."

Addition to section 18, Act XV, 1882.

8. After section 18 of the said Act the following shall be added, namely :—

"18A. The Small Cause Court may allow a plaintiff at or before the first hearing of a suit in which a joint and several liability is alleged on a cause of action arising either wholly or in part within the local limits of the jurisdiction of the Court to abandon the suit as against any defendant who does not reside or carry on business or personally work for gain within such local limits, and to sue for a decree against such defendants only as do so reside, carry on business or personally work for gain."

Plaintiff may abandon suit against defendant resident out of jurisdiction.

Addition to section 19, Act XV, 1882.

9. To section 19 of the said Act the following shall be added, namely :—

"19A. Whenever the Court finds that for want of jurisdiction it cannot finally determine the question at issue in the suit, it may at any stage of the proceedings return the plaint to be presented to a Court having jurisdiction to determine the question. When the Court so returns a plaint, it shall comply with the provisions of the second paragraph of section 57 of the Code of Civil Procedure and make such order with respect to costs as it may think just, and the Court shall for the purposes of the Indian Limitation Act, 1877, be deemed to have been unable to entertain the suit by reason of defect of jurisdiction. When a plaint so returned is afterwards presented to a High Court, credit shall be given to the plaintiff for the amount of the court-fee paid in the Small Cause Court in respect of the plaint in the levy of any fees which according to the practice of the High Court are credited to the Government."

Return of plaint.

Amendment of section 21, Act XV, 1882.

10. In section 21 of the said Act, after the words "or value thereof" the words "and all suits whereof the amount or value of the subject matter exceeds one thousand rupees" shall be inserted.

Amendment of section 22, Act XV, 1882.

11. In section 22 of the said Act, for the words "two thousand" the words "one thousand" shall be substituted.

Repeal of Act XV, 1882, section 23 and second schedule.

12. Section 23 of and second schedule to the said Act are hereby repealed.

Substitution of new Chapter for Chapter VI, Act XV, 1882.

13. For Chapter VI of the said Act the following shall be substituted, namely :—

" CHAPTER VI.

" NEW TRIALS AND APPEALS.

General finality of decrees and orders of Small Cause Court.

" 37. Save as otherwise provided by this Chapter or by any other enactment for the time being in force, every decree and order of the Small Cause Court in a suit shall be final and conclusive.

New trial of contested cases.

" 38. Where a suit has been contested, the Small Cause Court may, one the application of either party, made within eight days from the date of the decree or order in the suit (not being a decree passed under section 522 of the Code of Civil Procedure), order a new trial to be held, or alter, set aside or reverse the decree or order, upon such terms as it thinks reasonable, and may, in the meantime, stay the proceedings.

" *Explanation*—Every suit shall be deemed to be contested in which the decree is made otherwise than by consent of or in default of appearance by the defendant.

Removal of certain causes into High Court.

" 39. (1) In any suit instituted in a Small Cause Court in which the amount or value of the subject-matter exceeds the sum of one thousand rupees, the defendant or any one of the defendants may, before the day fixed by the summons for the appearance of the defendant or within eight days after the service of the summons on him whichever period shall last expire, apply *ex parte* on an affidavit setting forth the facts on which he relies for his defence to a Judge of the High Court for an order removing the cause into the High Court.

" (2) Unless the Judge is of opinion that the application has been made solely for the purpose of delay, the applicant shall be entitled to such order as of right, but it shall be lawful for the Judge, if he shall think fit, in and by such order to require the applicant to give security to a reasonable amount to be specified in the order for the payment of any costs which may become payable by him to the plaintiff in respect of the said suit, and such Judge may also, if he shall think fit, declare that the removal directed by such order shall be conditional upon the completion of such security within a reasonable time to be prescribed in the order.

" (3) If the applicant fail or neglect to complete the required security (if any) within the prescribed time (if any), the said order shall be discharged and the suit shall proceed in the Small Cause Court as if such order had never been made.

" (4) If the plaintiff in any case which has been removed under this section into the High Court has abandoned a portion of his claim in order to be able to bring the suit within the jurisdiction of a Small Cause Court, he shall be permitted to revive the portion of his claim so abandoned.

"40. (1) When a suit has been removed into the High Court under the last foregoing section, it shall be heard and disposed of by such Court in the exercise of its original jurisdiction and the said Court shall have all the same powers and jurisdiction in respect thereof as if it had been originally instituted in such Court.

Rules with respect to suits removed under the the last foregoing section.

"(2) In every suit so removed as aforesaid the affidavit filed under section 39, sub-section (1), shall be treated as a written statement of the defendant tendered under section 110 of the Code of Civil Procedure unless the Court shall otherwise order.

"(3) In every suit so removed as aforesaid credit shall be given to the plaintiff for the amount of the court-fee paid in the Small Cause Court in respect of the plaint in the levy of any fees which according to the practice of the High Court are payable to the Government."

J. M. MACPHERSON,
Offg. Secretary to the Government of India.

APPENDIX BB.

THE INDIAN STAMP ACT.

THE INDIAN STAMP ACT 1879

AS MODIFIED UP TO THE 1ST JULY, 1894; WITH APPENDICES CONTAINING NOTIFICATIONS REDUCING AND REMITTING STAMP DUTIES AND PUBLISHING RULES UNDER THE ACT.

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ACT No. I OF 1879 [a].

PASSED BY THE GOVERNOR GENERAL OF INDIA IN COUNCIL.

(*Received the Governor General's assent on the 17th January*, 1879.)

AN ACT TO CONSOLIDATE AND AMEND THE LAW RELATING TO STAMPS.

[As modified up to the 1st July, 1894.]

CHAPTER I.

PRELIMINARY.

1. This Act may be called the Indian Stamp Act, 1879:

It extends to the whole of British India;

And it shall come into force on the first day of April, 1879.

[a] Act I of 1879 has been declared in force in Upper Burma generally (except the Shan States), by Act XX of 1886; s. 6 [Burma Code, Ed. 1889, p. 361]; in the Sonthal Parganas, by Reg. III of 1872, s. 3, as amended by Reg. III of 1886 [Bengal Code, Vol. I. Ed, 1889, p. 597]; in British Baluchistan, by Reg. I of 1890, s. 3 [Baluchistan Code, Ed. 1890, p. 69]; and in the Sub-Division of Angul, by Reg. I of 1894, s. 3.

It has been declared, by notification under the Scheduled Districts Act, 1874, to be in force in the Districts of Hazaribagh, Lohardugga and Manbhum, and Pargana Dalbhum in the District of Singhbhum [Gazette of India, 1881, P. T. I. pp.—507-510.]

2. [a] All rules made under the General Stamp Act, 1869, and then in force shall, so far as they are consistent with this Act, be deemed to have been made hereunder. And all references made to the General Stamp Act, 1869, in enactments passed subsequently thereto, shall be deemed to be made to this Act.

3. In this Act, unless there is something repugnant in the subject or context,—

(1) "banker" includes a bank and any person acting as a banker:

(2) "bill of exchange" includes a hundi:

(3) "bill of lading" means any instrument signed by the owner of a vessel or his agent, acknowledging the receipt of goods therein described, and undertaking to deliver the same at a place and to a person therein mentioned or indicated:

(4) "bond" means—

(*a*) any instrument whereby a person obliges himself to pay money to another, on condition that the obligation shall be void if a specified act is performed, or is not performed, as the case may be;

(*b*) any instrument attested by a witness and not payable to order or bearer, whereby a person obliges himself to pay money to another; and

(*c*) any instrument so attested whereby a person obliges himself to deliver grain or other agricultural produce to another:

(5) "chargeable" means, as applied to an instrument executed or first executed after this Act comes into force, chargeable under this Act, and, as applied to any other instrument, chargeable under the law in force in British India when such instrument was executed or, where several persons executed the instrument at different times, first executed:

(6) "cheque" means a bill of exchange drawn on a banker and payable on demand:

(7) "Chief Controlling Revenue-authority" means, in the Presidency of Fort St. George and the territories respectively under the administration of the Lieutenant-Governors of Bengal and the North-Western Provinces [b] and the Chief Commissioner of Oudh, [b] the Board of Revenue: in the Presidency of Bombay, outside Sindh and the limits of the town of Bombay, a Revenue Commissioner: in Sindh, the Commissioner: in the Punjab [c] and Burma, [c] the Financial Commissioner: and elsewhere: the Local Government or such officer as the Local Government may, by notification in the official Gazette, appoint in this behalf by name or in virtue of his office:

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[a] Words repealed by Act XII of 1891 are omitted.

[b] These words were inserted by Act XX of 1830, s. 38, printed in North-Western Provinces and Oudh Code, Ed. 1892, p. 715.

[c] These words were inserted by Act XVIII of 1888, s. 7, printed in Burma Code, Ed. 1889, p. 76.

(8) "Collector" means, within the limits of the towns of Calcutta, Madras and Bombay, the Collector of Calcutta, Madras and Bombay, respectively, and, without those limits, the Collector of a district, and includes a Deputy Commissioner and any officer whom the Local Government may, by notification in the official Gazette, appoint in this behalf by name or in virtue of his office.

(9) "conveyance" means any instrument by which property (whether moveable or immoveable) is transferred on sale :

(10) "duly stamped," as applied to an instrument, means stamped, or written upon paper bearing an impressed stamp, in accordance with the law in force in British India when such instrument was executed or first executed :

(11) "instrument of partition" means any instrument whereby co-owners of any property divide or agree to divide such property in severalty, and includes also a final order for effecting a partition passed by any Revenue-authority :

(12) "lease" means a lease of immoveable property and includes also—

(*a*) a patta ;

(*b*) a kabuliyat or other undertaking in writing, not being a counterpart of a lease, to cultivate, occupy or pay or deliver rent for, immoveable property ;

(*c*) any instrument by which tolls of any description are let ; and

(*d*) any writing on an application for a lease intended to signify that the application is granted :

(13) "mortgage-deed" includes every instrument whereby, for the purpose of securing money advanced, or to be advanced, by way of loan, or an existing or future debt, or the performance of an engagement, one person transfers, or creates, to, or in favour of, another, a right over specified property :

(14) "paper" includes vellum, parchment or any other material on which an instrument may be written :

[a] (15) "policy of insurance" means any instrument by which one person, in consideration of a premium, engages to indemnify another against loss, damage or liability arising from an unknown or contingent event ;

it includes a life-policy, and includes also any writing evidencing the renewal of, for the purpose of keeping in force, a policy of fire-insurance in respect of which, and of the previous renewal whereof (if any), there has not already been paid the stamp-duty which would have been chargeable if the policy had originally been granted for a longer term than six months ;

[a] The first two paragraphs of this clause were substituted for the original cl. (15) by Act I of 1888, s. 1, printed in General Act, 1885-88, Ed. 1889, p. 187.

[b] it includes also a policy of sea-insurance, such a policy (*a*) meaning any insurance made upon any ship or vessel, or upon the machinery, tackle or furniture of any ship or vessel, or upon any goods, merchandise or property of any description whatever on board of any ship or vessel, or upon the freight of, or any other interest which may be lawfully insured in or relating to, any ship or vessel, and (*b*) including any insurance of goods, merchandise or property for any transit which includes not only a sea risk but also any other risk incidental to the transit insured from the commencement of the transit to the ultimate destination covered by the insurance ;

[b] and where any person, in consideration of any sum of money paid or to be paid for additional freight or otherwise, agrees to take upon himself any risk attending goods, merchandise or property of any description whatever while on board of any ship or vessel, or engages to indemnify the owner of any such goods, merchandise or property from any risk, loss or damage, such agreement or engagement shall be deemed to be a contract for sea-insurance :

(16) "power-of-attorney" means any instrument (not chargeable with a fee under the law [b] relating to court-fees for the time being in force) empowering a specified person to act in the stead of the person executing it :

(17) "receipt" means any note, memorandum, writing or advertisement whereby any money or any bill of exchange, cheque or promissory note is acknowledged to have been received, or whereby any other moveable property is acknowledged to have been received in satisfaction of a debt, or whereby any debt or demand, or any part of a debt or demand, is acknowledged to have been satisfied or discharged, or which signifies or imports any such acknowledgment, whether the same is or is not signed with the name of any person :

(18) "schedule" means a schedule to this Act annexed :

(19) "settlement" means any non-testamentary disposition in writing, of moveable or immoveable property, made—

(*a*) in consideration of marriage,

(*b*) for the purpose of distributing property of the settlor among his family or those for whom he desires to provide, or

(*c*) for any religious or charitable purpose :

it includes an agreement in writing to make such a disposition :

(20) "vessel" means anything made for the conveyance by water of human beings or property :

(21) "written" and "writing" include every mode in which words or figures can be expressed upon paper.

4. The schedules and everything therein contained shall be read and construed as part of this Act.

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[b] These two paragraphs were added by Act VI of 1891, s. 1.

[a] See Act VII of 1870, a revised edition of which, as modified up to 1st July, 1891, has been published by the Legislative Department.

CHAPTER II.

STAMP-DUTIES.

A.—Of the Liability of Instruments to Duty.

5. Subject to the exemptions contained in the second schedule, the following instruments shall be chargeable with duty of the amount indicated in the first schedule as the proper duty therefor respectively, that is to say :—

(*a*) every instrument mentioned in the first schedule, and which, not having been previously executed by any person, is executed in British India on or after the first day of April, 1879 ;

(*b*) every bill of exchange, cheque or promissory note drawn or made out of British India on or after that day and accepted or paid, or presented for acceptance or payment, or endorsed, transferred or otherwise negotiated, in British India ; and

(*c*) every instrument (other than a bill of exchange, cheque or promissory note) mentioned in the first schedule, which, not having been previously executed by any person, is executed out of British India on or after that day, relates to any property situate, or to any matter or thing done or to be done, in British India and is received in British India.

6. Where, in the case of any sale, lease, mortgage or settlement, several instruments are employed for completing the transaction, the principal instrument only shall be chargeable with the duty prescribed for the conveyance, lease, mortgage or settlement in the first schedule, and each of the other instruments shall be chargeable with a duty of one rupee instead of the duty (if any) prescribed for it in that schedule.

The parties may determine for themselves which of the instruments so employed shall, for the purposes of this section, be deemed to be the principal instrument.

7. Any instrument comprising or relating to several distinct matters shall be chargeable with the aggregate amount of the duties with which separate instruments, each comprising or relating to one of such matters, would be chargeable under this Act.

Subject to the provisions of the first clause of this section, an instrument so framed as to come within two or more of the descriptions in the first schedule shall, where the duties chargeable thereunder are different, be chargeable only with the highest of such duties ; but nothing herein contained shall render chargeable with duty exceeding one rupee a counterpart or duplicate of any instrument chargeable with duty and in respect of which the proper duty has been paid.

[a] 7A. (1) No contract for sea-insurance (other than such insurance as is referred to in section 55 of the Merchant Shipping Act Amendment Act, 1862 [b]), shall be valid unless the same is expressed in a policy of sea-insurance.

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[a] S. 7 A was inserted by Act VI of 1894, s. 2.
[b] Printed in the Collection of Statutes relating to India, Vol. II, Ed. 1881, p. 749.

(2) No policy of sea-insurance made for time shall be made for any time exceeding twelve months.

(3) No policy of sea-insurance shall be valid unless it specifies the particular risk or adventure, or the time, for which it is made, the names of the subscribers or underwriters, and the amount or amounts insured.

(4) Where any sea-insurance is made for or upon a voyage and also for time, or to extend to or cover any time beyond thirty days after the ship shall have arrived at her destination and been there moored at anchor, the policy shall be charged with duty as a policy for or upon a voyage, and also with duty as a policy for time.

8. The Governor General in Council may, by order [a] published in the Gazette of India,—

(*a*) reduce or remit, whether prospectively or retrospectively, in the whole or any part of British India, the duties with which any instruments or any particular class of instruments, or any of the instruments belonging to such class, or any instruments when executed by or in favour of any particular class of persons, or by or in favour of any members of such class, are chargeable, and

(*b*) cancel or vary such order to the extent of the powers hereby given.

B.—Of Stamps and the Mode of using them.

9. Except as otherwise expressly provided in this Act, all duties with which any instruments are chargeable shall be paid, and such payment shall be indicated on such instruments, by means of stamps—

(*a*) according to the provisions herein contained, or,

(*b*) when no such provision is applicable thereto—as the Governor General in Council may by rule direct.

The rules [b] made under this section may, among other matters, regulate—

(1) in the case of each kind of instrument—the description of stamps which may be used,

(2) in the case of instruments stamped with impressed stamps—the number of stamps which may be used,

(3) in the case of hundis—the size of the paper on which they are written.

10. The following instruments may be stamped with adhesive stamps, namely :—

(*a*) instruments chargeable with the duty of one anna, except parts of bills of exchange payable otherwise than on demand and drawn in sets ;

[a] See Appendix No. I. [b] See Appendix No. II.

(*b*) bills of exchange, cheques and promissory notes drawn or made out of British India ;

(*c*) entry as an advocate, vakil or attorney on the roll of a High Court ;

(*d*) notarial acts ; and

(*e*) transfers by endorsement of shares of public Companies and Associations.

11. Whoever affixes any adhesive stamp to any instrument chargeable with duty and which has been executed by any person shall, when affixing such stamp, cancel the same so that it cannot be used again ;

and whoever executes any instrument on any paper bearing an adhesive stamp shall, at the time of execution, unless such stamp has been already cancelled in manner aforesaid, cancel the same so that it cannot be used again.

Any instrument bearing an adhesive stamp which has not been cancelled so that it cannot be used again shall, so far as such stamp is concerned, be deemed to be unstamped.

12. Every instrument written upon paper stamped with an impressed stamp shall be written in such manner that the stamp may appear on the face of the instrument and cannot be used for or applied to any other instrument.

13. No second instrument chargeable with duty shall be written upon a piece of stamped paper upon which an instrument chargeable with duty has already been written : Provided that nothing in this section shall prevent any endorsement which is duly stamped or is not chargeable with duty being made upon any instrument for the purpose of transferring any right created or evidenced thereby, or of acknowledging the receipt of any money or goods the payment or delivery of which is secured thereby.

14. Every instrument written in contravention of section 12 or 13 shall be deemed to be unstamped.

15. Where the duty with which an instrument is chargeable, or its exemption from duty, depends in any manner upon the duty actually paid in respect of another instrument, the payment of such last-mentioned duty shall, if application be made in writing to the Collector for that purpose, and on production of both the instruments, be denoted upon such first-mentioned instrument in such manner as the Governor General in Council may by rule [a] prescribe.

C.—Of the time of stamping Instruments.

16. All instruments chargeable with duty and executed by any person in British India, shall be stamped before or at the time of execution.

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[a] See Appendix No. II.

17. Every instrument chargeable with duty executed only out of British India, and not being a bill of exchange, cheque or promissory note, may be stamped within three months after it has been first received in British India; or, where such instrument cannot, with reference to the description of stamp prescribed therefor, be duly stamped by a private person, it may be taken within the said period of three months to the Collector, and he shall stamp the same in such manner as the Governor General in Council may by rule [a] prescribe, with a stamp of such value as the person so taking such instrument may require and pay for.

18. The first holder in British India of any bill of exchange, cheque or promissory note drawn or made out of British India shall, before he presents the same for acceptance or payment, or endorses, transfers or otherwise negotiates the same in British India, affix thereto the proper stamp and cancel the same:

Provided that if, at the time any such bill, cheque or note comes into the hands of any holder thereof in British India, the proper adhesive stamp is affixed thereto and cancelled in manner prescribed by section 11, and such holder has no reason to believe that such stamp was affixed or cancelled otherwise than by the person and at the time required by this Act, such stamp shall, so far as relates to such holder, be deemed to have been duly affixed and cancelled. But nothing contained in this proviso shall relieve any person from any penalty incurred by him for omitting to affix or cancel a stamp.

D. Of Valuations for Duty.

19. Where an instrument is chargeable with *ad valorem* duty in respect of an amount expressed in pounds sterling, pounds currency, francs or dollars, such duty shall be calculated on the value of such money in the currency of British India according to the following scale:—

One pound sterling or pound currency is equivalent to ten rupees:

One hundred francs are equivalent to forty rupees:

One Mexican or China dollar is equivalent to two rupees four annas.

20. Where an instrument is chargeable with *ad valorem* duty in respect of any money expressed in any other foreign or colonial currency, such duty shall be calculated on the value of such money in the currency of British India according to the current rate of exchange on the day of the date of the instrument.

21. Where an instrument is chargeable with *ad valorem* duty in respect of any stock or of any marketable security, such duty shall be calculated on the value of such stock or security according to the average price thereof on the day of the date of the instrument.

22. Where an instrument contains a statement of current rate of exchange, or average price, as the case may require, and is stamped in accordance with such statement, it shall, so far as regards the subject-matter of such statement, be presumed, until the contrary is proved, to be duly stamped.

[a] See Appendix No. II.

23. Where interest is expressly made payable by the terms of an instrument, such instrument shall not be chargeable with duty higher than that with which it would have been chargeable had no mention of interest been made therein.

[a] 24. Where any property is transferred to any person in consideration, wholly or in part, of any debt due to him, or subject either certainly or contingently to the payment or transfer of any money or stock, whether being or constituting a charge or incumbrance upon the property or not, such debt, money or stock, is to be deemed the whole or part, as the case may be, of the consideration in respect whereof the transfer is chargeable with *ad valorem* duty.

25. Where an instrument is executed to secure the payment of an annuity or other sum payable periodically, or where the consideration for a conveyance is an annuity or other sum payable periodically, the amount secured by such instrument, or the consideration for such conveyance (as the case may be), shall, for the purposes of this Act, be deemed to be—

(*a*) where the sum is payable for a definite period so that the total amount to be paid can be previously ascertained—such total amount;

(*b*) where the sum is payable in perpetuity or for an indefinite time not terminable with any life in being at the date of such instrument or conveyance—the total amount which, according to the terms of such instrument or conveyance, will or may be payable during the period of twenty years next after the date of such instrument or conveyance; and

(*c*) where the sum is payable for an indefinite time terminable with any life in being at the date of such instrument or conveyance—the total amount which will or may be payable as aforesaid during the period of twelve years next after the date of such instrument or conveyance.

26. Where the amount or value of the subject matter of any instrument chargeable with *ad valorem* duty cannot be, or (in the case of an instrument executed before this Act comes into force) could not have been ascertained, at the date of its execution or first execution, nothing shall be claimable under such instrument, more than the highest amount or value for which, if stated in an instrument of the same description, the stamp actually used would, at the date of such execution, have been sufficient.

27. The consideration, if any, and all other facts and circumstances affecting the chargeability of any instrument with duty, or the amount of the duty with which it is chargeable, shall be fully and truly set forth therein.

28. (*a*) Where any property has been contracted to be sold for one consideration for the whole, and is conveyed to the purchaser in separate parts by different instruments, the consideration shall be apportioned in such manner as the parties think fit, so that a distinct consi-

[a] S. 24 does not apply to any such certificate of sale as is mentioned in article 16 of Schedule I to this Act—see Act VI of 1891, s. 5.

deration for each separate part is set forth in the conveyance relating thereto, and such conveyance shall be chargeable with *ad valorem* duty in respect of such distinct consideration.

(*b*) Where property contracted to be purchased for one consideration for the whole, by two or more persons jointly, or by any person for himself and others, or wholly for others, is conveyed in parts by separate instruments to the persons by or for whom the same was purchased, for distinct parts of the consideration, the conveyance of each separate part shall be chargeable with *ad valorem* duty in respect of the distinct part of the consideration therein specified.

(*c*) Where a person having contracted for the purchase of any property, but not having obtained a conveyance thereof, contracts to sell the same to any other person, and the property is in consequence conveyed immediately to the sub-purchaser, the conveyance shall be chargeable with *ad valorem* duty in respect of the consideration for the sale by the original purchaser to the sub-purchaser.

(*d*) Where a person having contracted for the purchase of any property, but not having obtained a conveyance thereof, contracts to sell the whole, or any part thereof, to any other person or persons, and the property is in consequence conveyed by the original seller to different persons in parts, the conveyance of each part sold to a sub-purchaser shall be chargeable with *ad valorem* duty in respect only of the consideration paid by such sub-purchaser, without regard to the amount or value of the original consideration ; and the conveyance of the residue (if any) of such property to the original purchaser shall be chargeable with *ad valorem* duty in respect only of the excess of the original consideration over the aggregate of the considerations paid by the sub-purchasers :

Provided that the duty on such last-mentioned conveyance shall in no case be less than one rupee.

(*e*) Where a sub-purchaser takes an actual conveyance of the interest of the person immediately selling to him, which is chargeable with *ad valorem* duty in respect of the consideration paid by him, and is duly stamped accordingly, any conveyance to be afterwards made to him of the same property by the original seller shall be chargeable with a duty equal to that which would be chargeable on a conveyance for the consideration obtained by such original seller, or, where such duty would exceed five rupees, with a duty of five rupees.

E.—Duty by whom payable.

29. In the absence of an agreement to the contrary, the expense of providing the proper stamp shall be borne—

(*a*) in the case of any instrument described in numbers 2, 11, 13, 14, 15, 24, 28, 29, 30, 44, 53, 54, 55, 57 and 60 (*a*) and (*b*) of the first schedule—by the person drawing, making or executing such instrument :

(*b*) in the case of a policy of insurance—by the insured :

(*c*) in the case of a conveyance—by the grantee : in the case of a lease or agreement to lease—by the lessee or intended lessee :

(*d*) in the case of a counterpart of a lease—by the lessor :

(*e*) in the case of an instrument of partition—by the parties thereto in proportion to their respective shares in the property comprised therein, or, when the partition is made in execution of an order passed by a Revenue-authority, in such proportion as such Authority directs :

(*f*) in the case of an instrument of exchange—by the parties in equal shares ; and

(*g*) in the case of a certificate of sale—by the purchaser of the property to which such certificate relates.

CHAPTER III.

Adjudication as to Stamps.

30. When any instrument, whether executed or not, and whether previously stamped or not, is brought to the Collector, and the person bringing it applies to have the opinion of that officer as to the duty (if any) with which it is chargeable, and pays a fee of such amount (not exceeding five rupees and not less than eight annas) as the Collector may in each case direct, the Collector shall determine the duty (if any) with which, in his judgment, the instrument is chargeable :

and may for that purpose require to be furnished with an abstract of the instrument, and also with such affidavit or other evidence as he may deem necessary to prove that all the facts and circumstances affecting the chargeability of the instrument with duty, or the amount of the duty with which it is chargeable, are fully and truly set forth therein, and may refuse to proceed upon any such application until such abstract and evidence have been furnished accordingly :

Provided that no evidence furnished in pursuance of this section shall be used against any person in any civil proceeding, except in any enquiry as to the duty with which the instrument to which it relates is chargeable ; and every person by whom any such evidence is furnished shall, on payment of the full duty with which the instrument to which it relates is chargeable, be relieved from any penalty he may have incurred under this Act by reason of the omission to state truly in such instrument any of the facts or circumstances aforesaid.

31. When an instrument brought to the Collector under section 30 is, in his opinion, one of a description chargeable with duty, and

(*a*) the Collector determines that it is already fully stamped, or

(*b*) the duty determined by the Collector under section 30 or such a sum as, with the duty already paid in respect of the instrument, is equal to the duty so determined, has been paid,

the Collector shall certify by endorsement on such instrument that the full duty (stating the amount) with which it is chargeable has been paid.

When such instrument is, in his opinion, not chargeable with duty, the Collector shall certify in manner aforesaid that such instrument is not so chargeable.

Any instrument upon which an endorsement has been made under this section shall be deemed to be duly stamped, or not chargeable with duty, as the case may be ; and, if chargeable with duty, shall be receivable in evidence or otherwise, and may be acted upon and registered as if it had been originally duly stamped.

Nothing in this section shall authorize the Collector to endorse—

any instrument executed or first executed in British India and brought to him after the expiration of one month from the date of its execution, or first execution, as the case may be ;

any instrument executed or first executed out of British India and brought to him after the expiration of three months after it has been first received in British India ; or

any instrument chargeable with the duty of one anna, or any bill of exchange or promissory note, when brought to him after the drawing or execution thereof on paper not duly stamped.

32. Every payment of a fee under section 30 shall be made in stamps, or cash, as the Governor General in Council may by rule [a] direct.

CHAPTER IV.

INSTRUMENTS NOT DULY STAMPED.

33. Every person having by law or consent of parties authority to receive evidence, and

every person in charge of a public office, except an officer of Police,

before whom any instrument chargeable, in his opinion, with duty is produced or comes, in the performance of his functions, shall, if it appears to him that such instrument is not duly stamped, impound the same.

For that purpose every such person shall examine every instrument so chargeable and so produced or coming before him, in order to ascertain whether it is stamped with a stamp of the value and description required by the law in force in British India when such instrument was executed or first executed :

Provided that nothing herein contained shall be deemed to require any magistrate or Judge of a Criminal Court to examine or impound any instrument coming before him in the course of any proceeding other than a proceeding under Chapter XII or Chapter XXXVI of the Code of Criminal Procedure, 1882 [a] :

[a] See Appendix No. II.

[a] The references to Chapters XL and XLI of Act X of 1872, and to Chapter XVIII of Act IV of 1877, are altered in accordance with Act X of 1882, s. 3. (For Act X of 1882 see the revised edition, as modified up to 15th December, 1888, published by the Legislative Department.)

Provided also that, in the case of a Judge of a High Court, the duty of examining and impounding any instrument under this section may be delegated to such officer as the Court appoints in this behalf.

The Local Government may from time to time, in cases of doubt, determine who shall be deemed to be, for the purpose of this section, persons in charge of public offices.

34. No instrument chargeable with duty shall be admitted in evidence for any purpose by any person having by law or consent of parties authority to receive evidence, or shall be acted upon, registered or authenticated by any such person or by any public officer, unless such instrument is duly stamped ;

Provided that—

1st, any such instrument not being an instrument chargeable with a duty of one anna only, or a bill of exchange or promissory note, shall, subject to all just exceptions, be admitted in evidence on payment of the duty with which the same is chargeable or (in the case of an instrument insufficiently stamped) of the amount required to make up such duty, together with a penalty of five rupees, or, when ten times the amount of the proper duty or deficient portion thereof exceeds five rupees, of a sum equal to ten times such duty or portion ;

2nd, nothing herein contained shall prevent the admission of any instrument in evidence in any proceeding in a Criminal Court other than a proceeding under Chapter XII or Chapter XXXVI of the Code of Criminal Procedure, 1882 [a] ;

3rd, when an instrument has been admitted in evidence, such admission shall not, except as provided in section 50, be called in question at any stage of the same suit or proceeding on the ground that the instrument has not been duly stamped.

35. When the person impounding an instrument under section 33 has by law or consent of parties authority to receive evidence and admits such instrument in evidence upon payment of a penalty as provided by section 34, he shall send to the Collector an authenticated copy of such instrument, together with a certificate in writing, stating the amount of the duty and penalty levied in respect thereof and shall send such amount to the Collector, or to such person as he may appoint in this behalf.

In every other case, the person so impounding an instrument shall send it in original to the Collector.

36. When a copy of an instrument is sent to a Collector under the first paragraph of section 35, he may, if he thinks fit, upon application

[a] The references to Chapters XL and XLI of Act X of 1872, and to Chapter XVIII of Act IV of 1877, are altered in accordance with Act X of 1882, s. 3. (For Act X of 1882 see the revised edition, as modified up to 15th December, 1888, published, by the Legislative Department.)

made to him in this behalf, refund any portion of the penalty in excess of five rupees which has been paid in respect of such instrument; or

when such instrument has been impounded only because it has been written in contravention of section 12 or section 13, he may refund the whole penalty so paid.

37. When the Collector impounds any instrument under section 33, or receives any instrument sent to him under the second clause of section 35, he shall adopt the following procedure :—

(*a*) If he is of opinion that such instrument is duly stamped, or is not chargeable with duty, he shall certify by endorsement thereon that it is duly stamped, or that it is not so chargeable (as the case may be), and shall, upon application made to him in this behalf, deliver such instrument to the person from whose possession it came into the hands of the officer impounding it, or as such person may direct ;

(*b*) if the Collector is of opinion that such instrument is chargeable with duty and is not duly stamped, he shall require the payment of the proper duty or the amount required to make up the same, together with a penalty of five rupees ; or, if ten times the amount of the proper duty or of the deficient portion thereof exceeds five rupees, then such penalty, not less than five rupees and not more than ten times the amount of such duty or portion, as he thinks fit :

Provided that, when such instrument has been impounded only because it has been written in contravention of section 12 or section 13, the Collector may, if he thinks fit, remit the whole penalty prescribed by this section.

Every certificate under clause (*a*) of this section shall, for the purposes of this Act, be conclusive evidence of the matters stated therein.

Nothing in this section applies to an instrument chargeable with a duty of one anna only, or to a bill of exchange or promissory note.

38. If any instrument chargeable with duty and which is not duly stamped is produced by any person of his own motion before the Collector within one year from the date of its execution or first execution, and such person brings to the notice of the Collector the fact that such instrument is not duly stamped, and offers to pay to the Collector the amount of the proper duty, or the amount required to make up the same, and the Collector is satisfied that the omission to duly stamp such instrument has been occasioned by accident, mistake or urgent necessity, he may, instead of proceeding under sections 33 and 37, receive such amount and proceed as next hereinafter prescribed.

Nothing in this section applies to an instrument chargeable with a duty of one anna only, or to a bill of exchange or promissory note.

39. When the duty and penalty (if any) leviable in respect of any instrument have been paid under section 34, section 37 or section 38 the person admitting such instrument in evidence, or the Collector (as the case may be), shall certify by endorsement thereon that the proper

duty or (as the case may be) the proper duty and penalty (stating the amount of each) have been levied in respect thereof, and the name and residence of the person paying them.

Every instrument so endorsed shall thereupon be admissible in evidence, and may be registered and acted upon and authenticated as it had been duly stamped, and shall be delivered on his application in this behalf to the person from whose possession it came into the hands of the officer impounding it, or as such person may direct:

Provided that no instrument which has been admitted in evidence upon payment of duty and a penalty under section 34 shall be so delivered before the expiration of one month from the date of such impounding, or if the Collector has certified that its further detention is necessary and has not cancelled such certificate:

Provided also that nothing in this section shall affect the Code of Civil Procedure, section 144, clause 3 [a].

40. The payment of a penalty under this chapter in respect of an instrument shall not bar the prosecution of any person who appears to have committed an offence against the Stamp-law in respect of such instrument:

But no such prosecution shall be instituted in the case of any instrument in respect of which such a penalty has been paid, unless it appears to the Collector that the offence was committed with an intention of evading payment of the proper duty.

41. When any duty or penalty has been paid under section 34, section 37 or section 38, by any person in respect of an instrument, and, by agreement, or under the provisions of section 29 or any other enactment in force at the time such instrument was executed, some other person was bound to bear the expense of providing the proper stamp for such instrument, the first-mentioned person shall be entitled to recover from such other person the amount of the duty or penalty so paid; and for the purpose of such recovery any certificate granted in respect of such instrument under section 39 shall be conclusive evidence of the matters therein certified.

42. When any penalty is paid under section 34 or 37, the Chief Controlling Revenue-authority may, upon application in writing made within one year from the date of the payment, refund such penalty wholly or in part.

43. If any instrument sent to a Collector under the second paragraph of section 35 be lost, destroyed or damaged during transmission, the person sending the same shall not be liable for such loss, destruction or damage.

When any instrument is about to be so sent, the person from whose possession it came into the hands of the person impounding the same may require a copy thereof to be made at the expense of such first-mentioned person and authenticated by the person impounding such instrument.

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[a] This reference should now be read as applying to Act XIV of 1882—see s. 3 of that Act. (For Act XIV of 1882 see the revised edition, as modified up to 1st July 1888, published by the Legislative Department.)

44. When any bill of exchange or promissory note chargeable with the duty of one anna, or any cheque, is presented for payment unstamped, the person to whom it is so presented may affix thereto the necessary adhesive stamp, and, upon cancelling the same in manner hereinbefore provided, may pay the sum payable upon such bill, note or cheque, and may charge the duty against the person who ought to have paid the same, or deduct it from the sum payable as aforesaid, and such bill, note or cheque shall, so far as respects the duty, be deemed good and valid.

But nothing herein contained shall relieve any person from any penalty he may have incurred in relation to such bill, note or cheque.

CHAPTER V.

REFERENCE AND REVISION.

45. If any Collector, acting under section 30, section 37 or section 38, feels doubt as to the amount of duty with which any instrument is chargeable, he may draw up a statement of the case, and refer it, with his own opinion thereon, for the decision of the Chief Controlling Revenue-authority, and such Authority shall consider the case and send a copy of its decision to the Collector, and he shall proceed to assess and charge the duty (if any) in conformity with such decision.

46. The Chief Controlling Revenue-authority may state any case referred to it under section 45, or otherwise coming to its notice, and refer such case, with its own opinion thereon, if the case arises in the territories for the time being administered by the Governor of Fort St. George in Council or the Governor of Bombay in Council—to the High Court of Judicature at Madras or Bombay, as the case may be: if it arises in the North-Western Provinces or Oudh—to the High Court of Judicature for the North-Western Provinces: if it arises in the territories for the time being administered by the Lieutenant-Governor of the Punjab—to the Chief Court of the Punjab: if it arises in the Central Provinces—to the High Court of Judicature at Bombay; and if it arises in any other part of British India—to the High Court of Judicature at Fort William.

Every such case shall be decided by not less than three Judges of the High Court or Chief Court to which it is referred, and in case of difference the opinion of the majority shall prevail.

47. If the High Court or Chief Court is not satisfied that the statements contained in the case are sufficient to enable it to determine the questions raised thereby, the Court may refer the case back to the Revenue-authority by which it was stated, to make such additions thereto or alterations therein as the Court may direct in that behalf.

48. The High Court or Chief Court, upon the hearing of any such case, shall decide the questions raised thereby, and shall deliver its judgment thereon containing the grounds on which such decision is founded; and it shall send to the Revenue-authority by which the case was stated a copy of such judgment under the seal of the Court

and the signature of the Registrar ; and the Revenue-authority shall, on receiving such copy, dispose of the case conformably to such judgment.

49. If any Court other than a Court mentioned in section 46 feels doubt as to the amount of duty to be paid in respect of any instrument under the first proviso to section 34, the Judge may draw up a statement of the case and refer it, with his own opinion thereon, for the decision of the High Court or Chief Court to which, if he were the Chief Controlling Revenue-authority, he would, under section 46, refer the same ; and such Court shall deal with the case as if it had been referred undersection 46, and send a copy of its judgment under the seal of the Court and the signature of the Registrar to the Judge making the reference, who shall, on receiving such copy, dispose of the case conformably to such judgment.

References made under this section, when made by a Court subordinate to a District Court, shall be made through the District Court, and, when made by any subordinate Revenue Court, shall be made through the Court immediately superior.

50. When any Court in the exercise of its civil or revenue jurisdiction makes any order admitting any instrument in evidence as duly stamped or as not requiring a stamp, or upon payment of duty and a penalty under section 34, the Court to which appeals lie from, or references are made by, such first-mentioned Court may, of its own motion or on the application of the Collector, take such order into consideration ; and if it is of opinion that such instrument should not have been admitted in evidence without the payment of duty and penalty under section 34, or without the payment of a higher duty and penalty than those paid, may record a declaration to that effect, and determine the amount of duty with which such instrument is chargeable, and may require any person in whose possession or power such instrument then is to produce the same, and may impound the same when produced.

When any declaration has been recorded under this section, the Court recording the same shall send a copy thereof to the Collector, and, where the instrument to which it relates has been impounded or is otherwise in the possession of such Court, shall also send him such instrument ; and thereupon the Collector may, notwithstanding anything contained in the order admitting such instrument in evidence, or in any certificate granted under section 39, or in section 40, prosecute any person for any offence against the Stamp-law which the Collector considers him to have committed in respect of such instrument :

Provided that no such prosecution shall be instituted where the amount (including duty and penalty) which, according to the determination of such Court, was payable in respect of the instrument under section 34 is paid to the Collector, unless he thinks that the offence was committed with an intention of evading payment of the proper duty :

Provided also that, except for the purposes of such prosecution, no declaration made under this section shall affect the validity of any order admitting any instrument in evidence, or of any certificate granted under section 39.

CHAPTER VI.

ALLOWANCES FOR SPOILED STAMPS AND STAMPS NO LONGER REQUIRED.

51. Subject to such rules [a] as may be made by the Governor General in Council as to the evidence which the Collector may require, allowance shall be made by the Collector for impressed stamps spoiled in the cases hereinafter mentioned, namely:—

(*a*) the stamp on any paper inadvertently and undesignedly spoiled, obliterated or by any means rendered unfit for the purpose intended, before any instrument written thereon is executed by any person:

(*b*) the stamp used or intended to be used for any bill of exchange, cheque or promissory note, signed by or on behalf of the drawer or intended drawer, but not delivered out of his hands to the payee or intended payee, or any person on his behalf, or deposited with any person as a security for the payment of money, or in any way negotiated, issued or put in circulation or made use of in any other manner, and which, being a bill of exchange or cheque, has not been accepted by the drawee, and provided that the paper on which any such stamp is impressed does not bear any signature intended as or for the acceptance of any bill of exchange or cheque to be afterwards written thereon:

(*c*) the stamp used or intended to be used for any bill of exchange, cheque or promissory note signed by, or on behalf of, the drawer thereof, but which from any omission or error has been spoiled or rendered useless, although the same, being a bill of exchange or cheque, may have been presented for acceptance or accepted or endorsed, or, being a promissory note, may have been delivered to the payee; provided that another completed and duly stamped bill of exchange, cheque or promissory note is produced identical in every particular, except in the correction of such omission or error as aforesaid, with the spoiled bill, cheque or note:

(*d*) The stamp used for any of the following instruments, that is to say:—

(1) an instrument executed by any party thereto, but afterwards found by a competent Court to be absolutely void in law from the beginning:

(2) an instrument executed by any person, but afterwards found unfit, by reason of any error or mistake therein, for the purpose originally intended:

(3) an instrument executed by any party thereto, but which, by reason of the death of any person, by whom it is necessary that it should be executed, without having executed the same, or of the refusal of any such person to execute the same, or to advance any money intended to be thereby secured, cannot be completed so as to effect the intended transaction in the form proposed:

(4) an instrument executed by any party thereto, which, for want of the execution thereof by some material party, and his inability or refusal to sign the same, is in fact incomplete and insufficient for the purpose for which it was intended:

[a] See Appendix No. II.

(5) an instrument executed by any party thereto which, by reason of the refusal of any person to act under the same, or by the refusal or non-acceptance of any office thereby granted, totally fails of the intended purpose:

(6) an instrument executed by any party thereto which becomes useless in consequence of the transaction intended to be thereby effected being effected by some other instrument duly stamped;

(7) an instrument executed by any party thereto which is inadvertently and undesignedly spoiled, and in lieu whereof another instrument made between the same parties and for the same purpose is executed and duly stamped:

Provided that, in the case of an executed instrument—

(*a*) such instrument is given up to be cancelled:

(*b*) the application for relief is made within six months after the date of the instrument or, if it is not dated, within six months after the execution thereof by the person by whom it was first or alone executed, except where from unavoidable circumstances any instrument for which another instrument has been substituted cannot be given up to be cancelled within the aforesaid period, and in that case within six months after the date or execution of the substituted instrument, and except where the spoiled instrument has been sent out of British India, and in that case within six months after it has been received back in British India:

Provided also that, in the case of stamped paper not having any executed instrument written thereon, the application for relief is made within six months after the stamp has been spoiled as aforesaid.

52. When any person has inadvertently used, for an instrument chargeable with duty, a stamp of a description other than that prescribed for such instrument by the rules made under this Act, or a stamp of greater value than was necessary, or has inadvertently used any stamp for an instrument not chargeable with any duty, or when any stamp used for an instrument has been inadvertently rendered useless under section 14, owing to such instrument having been written in contravention of the provisions of section 12, the Collector may, on application made within six months after the date of the instrument, or, if it is not dated, within six months after the execution thereof by the person by whom it was first or alone executed, and upon the instrument, if chargeable with duty, being re-stamped with the proper duty, cancel and allow as spoiled the stamp so misused or rendered useless.

53. In any case in which allowance is made for spoiled or misused stamps, the Collector may give in lieu thereof (*a*) other stamps of the same description and value, or, (*b*) if required and he thinks fit, stamps of any other description to the same amount in value, or, (*c*) at his discretion, the same value in money, deducting one anna for each rupee or fraction of a rupee.

54. When any person is possessed of a stamp which has not been spoiled or rendered unfit or useless for the purpose intended, but for which he has no immediate use, the Collector shall repay to such person the value of such stamp in money, deducting one anna for each rupee or portion of a rupee, upon such person delivering up the same to be cancelled, and proving to the Collector's satisfaction that it was purchased by such person with a *bona fide* intention to use it, and that he has paid the full price thereof, and that it was so purchased, within the period of six months next preceding the date on which it is so delivered.

CHAPTER VII.

SUPPLEMENTAL PROVISIONS.

55. The Local Government, subject to the control of the Governor General in Council, may make rules consistent herewith for regulating the supply and sale of stamps and stamped papers, the persons by whom alone such sale is to be conducted, and the duties and remuneration of such persons.

56. The Governor General in Council may make rules [a] consistent herewith to carry out generally the purposes of this Act.

57. All powers to make appointments, rules and orders conferred by this Act may be exercised from time to time as occasion requires.

All rules made under this Act, other than rules made under section 55, shall be published in the *Gazette of India*, and all rules made under section 55 shall be published in the local *Gazette* All rules published as required by this section shall, upon such publication, have the force of law.

58. Any person receiving any money exceeding twenty rupees in amount, or any bill of exchange, cheque or promissory note for an amount exceeding twenty rupees, or receiving in satisfaction of a debt any moveable property exceeding twenty rupees in value, shall, on demand by the person paying or delivering such money, bill, cheque, note or property, give a duly stamped receipt for the same.

59. Nothing herein contained shall be deemed to affect the duties chargeable under any enactment [b] for the time being in force relating to court-fees.

60. Every Local Government shall cause this Act to be carefully translated into the principal vernacular languages of the territories administered by it. A full alphabetical index shall be added to every such translation, and the translation and index shall be printed and sold to the public at a price not exceeding four annas per copy.

[a] See Appendix No. II.

[b] See Act VII of 1870, a revised edition of which, as modified up to 1st July, 1891, has been published by the Legislative Department.

CHAPTER VIII.

CRIMINAL OFFENCES AND PROCEDURE.

61. Any person drawing, making, issuing, endorsing or transferring, or signing otherwise than as a witness, or presenting for acceptance or payment, or accepting, paying or receiving payment of, or in any manner negotiating, any bill of exchange, cheque or promissory note without the same being duly stamped,

any person executing or signing otherwise than as a witness any other instrument chargeable with duty without the same being duly stamped, and

any person voting or attempting to vote under any proxy not duly stamped,

shall for every such offence be punished with fine which may extend to five hundred rupees :

Provided that, when any penalty has been paid in respect of any instrument under section 34, section 37 or section 50, the amount of such penalty shall be allowed in reduction of the fine (if any) subsequently imposed under this section in respect of the same instrument upon the person who paid such penalty.

62. Any person required by section 11 to cancel an adhesive stamp and failing to cancel such stamp in manner prescribed by that section shall be punished with fine which may extend to one hundred rupees.

63. Any person who, with intent to defraud the Government of any duty,—

(*a*) executes any instrument in which all the facts and circumstances required by section 27 to be set forth in such instrument are not fully and truly set forth, or,

(*b*) being employed or concerned in or about the preparation of any instrument, neglects or omits fully and truly to set forth therein all such facts and circumstances,

shall be punished with fine which may extend to five thousand rupees.

64. Any person who, being required under section 58 to give a receipt, refuses or neglects to give the same, or who, with intent to defraud the Government of any duty, upon a payment of money or delivery of property exceeding twenty rupees in amount or value, gives a receipt for an amount or value not exceeding twenty rupees, or separates or divides the money or property paid or delivered, shall be punished with fine which may extend to one hundred rupees.

65. Every person who—

(*a*) receives, or takes credit for, any premium or consideration for any contract of insurance, and does not, within one month after receiving, or taking credit for, such premium or consideration, make out and execute a duly stamped policy of such insurance, or

(*b*) makes, executes or delivers out any policy which is not duly stamped, or pays or allows in account, or agrees to pay or allow in account, any money upon, or in respect of, any such policy,

shall be punished with fine which may extend to two hundred rupees.

66. Any person drawing or executing a bill of exchange or a policy of marine insurance purporting to be drawn or executed in a set of two or more, and not at the same time drawing or executing on paper duly stamped the whole number of bills or policies of which such bill or policy purports the set to consist, shall be punished with fine which may extend to one thousand rupees.

67. Whoever, with intent to defraud the Government of duty, draws, makes or issues any bill of exchange or promissory note bearing a date subsequent to that on which such bill or note is actually drawn or made, and whoever, knowing that such bill or note has been so post-dated, endorses, transfers, presents for acceptance or payment, or accepts, pays or receives payment of, such bill or note, or in any manner negotiates the same,

and whoever, with the like intent, practises or is concerned in any act, contrivance or device not specially provided for by this Act or any other law for the time being in force,

shall be punished with fine which may extend to one thousand rupees.

68. Any person appointed to sell stamps who disobeys any rule made under section 55, and any person not so appointed who sells or offers for sale any stamp, shall be punished with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both.

69. No prosecution in respect of any offence punishable under this Act, or the General Stamp Act, 1869 [a], or any Act thereby repealed, shall be instituted without the sanction of the Collector or such other officer as the Local Government generally, or the Collector specially, authorizes in that behalf.

The Chief Controlling Revenue-authority, or any officer authorized by it in this behalf, may stay any such prosecution or compound any such offence.

70. No Magistrate other than a Presidency Magistrate and a Magistrate whose powers are not less than those of a Magistrate of the second class shall try any offence under this Act.

71. Every such offence committed in respect of any instrument may be tried in any district or presidency-town in which such instrument is found, as well as in any district or presidency-town in which such offence might be tried under the law [a] relating to criminal procedure for the time being in force.

72. Nothing in this Act shall be deemed to prevent any person from being prosecuted under any other law for any Act or omission which constitutes an offence against this Act, or the rules made under it:

Provided that no person shall be punished twice for the same offence.

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[a] Act XVIII of 1869 was repealed by s. 2 of this Act.

[a] See now Act X of 1882, a revised edition of which, as modified up to 15th December, 1888, has been published by the Legislative Department.

SCHEDULE I.

STAMP-DUTY ON INSTRUMENTS.

(See section 5.)

Description of Instrument.	Proper Stamp-duty
1 Acknowledgment of a debt exceeding twenty rupees in amount or value, written or signed by or on behalf of a debtor in order to supply evidence of such debt in any book (other than a banker's pass-book) or on a separate piece of paper when such book or paper is left in the creditor's possession	One anna.
2. Administration Bond [a], including a bond given under section 256 of the Indian Succession Act, 1865 [b], section 6 of the Government Savings Banks Act, 1873 [c], section 78 of the Probate and Administration Act, 1881 [b], or section 9 or section 10 of the Succession Certificate Act, 1889 [a]	The same duty as a Security-Bond (No. 14).
Adoption-Deed ...See *Instrument, No.* 38.	
3. Affidavit or declaration in writing on oath or affirmation made before a person authorized by law to administer an oath...	One rupee.
See *Exemption, Schedule II (No.* 1).	

[a] This portion was added by Act VI of 1889, s. 18 (3).
[b] For Acts X of 1865 and V of 1881 see the revised editions, as modified up to 1st July, 1890, published by the Legislative Department.
[c] For Act V of 1873 see the revised edition, as modified up to 1st July, 1894, published by the Legislative Department.

SCHEDULE I—*continued.*

Description of Instrument.		Proper Stamp-duty.
4. Agreement to Lease.	... ...	The same duty as a Lease (*No.* 39).
5. [a] Agreement or Memorandum of an Agreement	(a) If relating to the sale of any Government security, share in a Company or Association or Bill of Exchange... ...	One anna.
	(b) Whereby the owner or occupier of land in a village in the Bombay Presidency agrees to relinquish his rights therein to the Government, and to accept rights in other land in exchange for the rights [b] so relinquished ...	Four annas.
See Exemptions, Schedule II (*No.* 2).	(c) If not otherwise provided for by this Act	Eight annas.
6. Appointment, in execution of a power, whether of trustees or of property, moveable or immoveable, where made by any writing not being a Will	... ...	Fifteen rupees.
7. Appraisement or valuation made otherwise than under an order of the Court in the course of a suit.	... ...	The same duty as an Award (*No.* 10).
See Exemption, Schedule II (*Nos.* 3 *and* 4).		
Apprenticeship-deed ...	See *Instrument*, *No.* 31.	
8. [c] Articles of Association of a Company...	... ...	Twenty-five rupees.

[a] For reduction and remissions of duty, see Appendix No. 1, First Schedule, clause 1, and Second Schedule clause 1.
[b] "Rights" was substituted for "right" by Act XII of 1891.
[c] For remission of duty, see Appendix No. 1, Second Schedule, clause 11.

SCHEDULE I—*continued.*

Description of Instrument.		Proper Stamp-duty.
9. Articles of Clerkship or contract whereby any person first becomes bound to serve as a clerk in order to his admission as an Attorney in any High Court...	... ...	Two hundred and fifty rupees.
Assignment	See *Conveyance No.* 21, *and transfer, No.* 60.	
Authority to adopt ...	See *Instrument, No.* 38.	
10. Award, that is to say, any decision in writing by an arbitrator or umpire on a reference made otherwise than by an order of the Court in the course of a suit ...	(*a*) Where the amount or value of the property to which the award relates as set forth in such award does not exceed Rs. 1,000	The same duty as a Bond (No. 13) for such amount.
	(*b*) In any other case	Five rupees.
See *Exemption, Schedule II* (*No.* 6).		
11. [a] Bill of exchange or promissory note, not being a cheque, bond, bank-note or currency-note ...	(*a*) When payable on demand and the amount exceeds Rs. 20	One anna.
	(*b*) When payable otherwise than on demand, but not more than one year after date or sight.	

If the amount of the bill or note	If drawn singly.	If drawn in set of two, for each part of the set.	If drawn in set of three, for each part of the set.
does not exceed Rs.	Rs. a. p.	Rs. a. p.	Rs. a. p.
200	0 2 0	0 1 0	0 1 0
If it exceeds 200 and does not exceed ... 400	0 4 0	0 2 0	0 2 0
„ 400 600	0 6 0	0 3 0	0 2 0
„ 600 1,000	0 10 0	0 5 0	0 4 0

[a] For remission of duty, see Appendix No. I, Second Schedule, clause 2.

SCHEDULE I—*continued.*

Description of Instrument.		Proper Stamp-duty.		
		If drawn singly.	If drawn in set of two, for each part of the set.	If drawn in set of three, for each part of the set.
11. Bill of Exchange or promissory Note, not being a cheque; bond, bank-note or currency-note—*continued.*	(b) When payable otherwise than on demand, but not more than one year after date or sight—*contd.*			
	If it exceeds 1,000 and does not exceed 1,200	Rs. a. p. 0 12 0	Rs. a. p. 0 6 0	Rs. a. p. 0 4 0
	„ 1,200 1,600	1 0 0	0 8 0	0 6 0
	„ 1,600 2,500	1 8 0	0 12 0	0 8 0
	For every Rs. 2,500 or part thereof in excess of Rs. 2,500 up to Rs. 10,000	1 8 0	0 12 0	0 8 0
	For every Rs. 5,000 or part thereof in excess of Rs. 10,000 up to Rs. 30,000	3 0 0	1 8 0	1 0 0
	And for every Rs. 10,000 or part thereof in excess of Rs. 30,000 ...	6 0 0	3 0 0	2 0 0
	(c) When payable at more than one year after date or sight	The same duty as a Bond (No. 13) for the amount of such bill or note.		
12. [a]Bill of Lading ... ... See *Exemption, Schedule II (No. 7).*		Four annas. If a Bill of Lading is drawn in parts, the proper stamp therefor must be borne by each one of the set.]		
13. [b]Bond (not otherwise provided for by this Act [c] or by the Court-fees Act, 1870 [c]). ...	When the amount or value secured does not exceed ... Rs. 10	Two annas.		

[a] For remission of duty, see Appendix No. I, Second Schedule, clause 3.

[b] For remission of duty on debentures, see Appendix No. II, Second Schedule, clause 7.

[c] This reference was added by Act VI of 1889, s. 18 (4). For Act VII of 1870 see the revised edition as modified up to 1st July, 1891, published by the Legislative Department.

SCHEDULE I—*continued*.

Description of Instrument.		Proper Stamp-duty.
See *Administration-Bond* (No. 2), *Customs-Bond* (No. 24), *Indemnity-Bond* (No. 28), *Security-Bond* (No. 14). See *Exemptions, Schedule* (II No. 8).	When such amount or value exceeds Rs. 10, but does not exceed... Rs. 50	Four annas.
	When such amount or value exceeds Rs. 50 but does not exceed... 100	Eight annas.
	and for every Rs. 100 or part thereof in excess of Rs. 100 up to 1,000	Eight annas.
	and for every Rs. 500 or part thereof in excess of...1,000	Two rupees eight annas.
14. [a] Bond or Mortgage-deed executed by way of security for the due execution of an office, or to account for money received by virtue thereof ... ... See *Exemptions, Schedule II* (Nos. 8 and 12).	(*a*) When the amount secured does not exceed...1,000	The same duty as a Bond (No. 13).
	(*b*) In any other case..	Five rupees.
15. Bottomry-Bond, that is to say, any instrument whereby the master of a sea-going ship borrows money on the security of the ship to enable him to preserve the ship or prosecute her voyage		The same duty as a Bond (No. 13).
16. Certificate of sale granted to the purchaser of any property sold by public auction by a Civil or Revenue Court,		

[a] For remissions of duty, see Appendix No. I, Second Schedule, clause 4, and clause 8-(*d*).

[b] "Only" was added by Act VI of 1894, s. 6.

SCHEDULE I—*continued.*

Description of Instrument.	Proper Stamp-duty.
or Collector or other Revenue officer	The same duty as a Conveyance (No. 21) for a consideration equal to the amount of the purchase-money only [b].
17. Certificate or other Document evidencing the right or title of the holder thereof, or any other person either to any shares, scrip or stock in or of any Company or Association, or to become proprietor of shares, scrip or stock in or of any Company or Association..	One anna.
18. [a] Charter party, that is to say, any Instrument (except an agreement for the hire of a tug-steamer) whereby a vessel or some specified principal part thereof is let for the specified purposes of the charterer	One rupee.
19. [b] Cheque, for an amount exceeding twenty rupees	One anna.
20. Composition deed, that is to say, any instrument executed by a debtor whereby he conveys his property for the benefit of his creditors, or whereby payment of a composition or dividend on their debts is secured to the creditors, or whereby provision is made for the continuance of the debtor's business, under the supervision of inspectors or under letters of license, for the benefit of his creditors	Ten rupees.

[a] For reduction of duty, see Appendix No. I, First Schedule, clause 2.
[b] For remission of duty, see Appendix No. I, Second Schedule, clause 5.

SCHEDULE I—*continued.*

Description of Instrument.		Proper Stamp-duty.
21. Conveyance not being a Transfer mentioned in No. 60 ... See *Exemptions, Schedule II* (Nos. 5 and 17).	When the amount of the consideration for such conveyance as set forth therein does not exceed ... ... Rs. 50	Eight annas.
	When it exceeds Rs. 50 but does not exceed ... 100	One rupee.
	For every Rs. 100 or part thereof in excess of Rs. 100 up to..1,000	One rupee.
	and for every Rs. 500 or part thereof in excess of ...1,000	Five rupees.
Co-Partnership... ...	See *Instrument*, No. 32.	
22. [a] Copy or extract, certified to be a true copy or extract, by or by order of any public officer and not chargeable under the law for the time being in force relating to court-fees [b] ... See *Exemptions Schedule II* (Nos. 9 and 10).	(*a*) If the original was not chargeable with duty, or if the duty with which it was chargeable does not exceed one rupee..	Eight annas.
	(*b*) in any other case.	One rupee.
23. Counter part or duplicate of any instrument chargeable with duty and in respect of which the proper duty has been paid	(*a*) If the duty with which the original instrument is chargeable does not exceed one rupee ...	The same duty as is payable on the original.
	(*b*) In any other case.	One rupee.
24. Customs-Bond ...	... ...	The same duty as a Security-Bond (No. 14)
25. Declaration of any trust of or concerning any property, when made by any writing not being a Will	... ...	Fifteen rupees.

[a] For remissions of duty, see Appendix No. I, Second Schedule, clause 6.

[b] See Act VII of 1870, a revised edition of which, as modified up to 1st July, 1891, has been published by the Legislative Department.

SCHEDULE I—*continued*.

Description of Instrument.		Proper Stamp-duty.
26. Delivery-order in respect of goods, that is to say, any instrument entitling any person therein named, or his assigns or the holder thereof, to the delivery of any goods lying in any dock or port, or in any warehouse in which goods are stored or deposited on rent or hire, or upon any wharf, such instrument being signed by or on behalf of the owner of such goods, upon the sale or transfer of the property therein, when such goods exceed in value twenty rupees ...	... ...	One anna.
Deposit of Titledeeds ...	See *Instrument* No. 29.	
Dissolution of partnership	See *Instrument*, No. 33.	
Duplicate	See *Counterpart*, No. 23	
27. Entry as an Advocate, Vakil or Attorney on the roll of any High Court in exercise of powers conferred on such Court by letters patent [a] or by the Legal Practitioners' Act, 1884 [a] ...	In the case of an Advocate or Vakil.	Five hundred rupees.
	In the case of an Attorney	Two hundred and fifty rupees.
See *Exemption, Schedule II* (No. 11.)		
Exchange	See *Instrument*, No. 35.	
Extract	See *Copy*, No. 22.	
Further Charge ...	See *Instrument*, No. 30.	
Gift	See *Instrument*, No. 30.	
28. Indemnity-Bond ...	... ...	The same duty as a Security Bond (No. 14).
Inspectorship-Deed ...	See *Composition-deed*, No. 20	

[a] This reference was inserted by Act IX of 1884, s. 10 (1), printed in General Acts, 1882-84, Pt. II, Ed. 1885, p. 133. For stamp-duties on certificates to practise as a legal practitioner, see Act XVIII of 1879, s. 25, in General Acts, 1877-81, Ed. 1884, p. 361.

SCHEDULE I.—*continued.*

Description of Instrument.		Proper Stamp-duty.
29. [b] Instrument Evidencing an agreement to secure the repayment of a loan made upon the deposit of title-deeds or other valuable security, or upon the hypothecation of moveable property...	(*a*) When such loan is repayable more than three months, but not more than one year, from the date of such instrument	The same duty as a Bill of Exchange (No. 11 (*b*)) for the amount secured.
	(*b*) When such loan is repayable not more than three months from the date of such instrument	Half the duty payable on a Bill of Exchange (No. 11 (*b*)) for the amount secured.
30. Instrument imposing a further charge on mortgaged property	(*a*) When the original mortgage is one of the description referred to in No. 44 clause (*a*), of this schedule	The same duty as a Conveyance (No. 21) for a consideration equal to the amount secured by such instrument.
	(*b*) When such mortgage is one of the description referred to in No. 44, clause (*b*), of this schedule — ...	The same duty as a Bond (No. 13) for the amount secured by such instrument.
31. Instrument of apprenticeship, including every writing relating to the service or tuition of any apprentice, clerk or servant, placed with any master to learn any profession, trade or employment, except articles of clerkship (No. 9 of this schedule)		Five rupees.
See *Exemption, Schedule II* (No. 12 (*c*)).		
32. Instrument of Copartnership		Ten rupees.
33. Instrument of dissolution of partnership		Five rupees.

[b] For reduction and remission of duty, see Appendix No. I, First Schedule, clause 3, and Second Schedule, clause 8.

SCHEDULE I.—*continued.*

Description of Instrument.		Proper stamp-duty.
34. Instrument of divorce, that is to say, any instrument by which any person effects the dissolution of his marriage.		One rupee.
35. [a] Instrument of exchange of any property		The same duty as a conveyance (No. 21) for a consideration equal to the value of the property of greater value as set forth in such instrument.
36. [b] Instrument of gift (other than a settlement or Will),..		The same duty as a conveyance (No. 21) for a consideration equal to the value of the property as set forth in such instrument.
37. [c] Instrument of partition		The same duty as a bond (No. 13) for the amount of the value of the property divided as set forth in such instrument.
38. Instrument (other than a will) conferring or purporting to confer an authority to adopt		Ten rupees.
(d) Insurance ...	See *Policy*, No. 49.	
39. [e] Lease ... ... See *Agreement to lease* (No. 4). See *Exemptions, Schedule II* (No. 13).	(*a*) Where by such lease the rent is fixed and no premium is paid or delivered and such lease purports to be for a term—	
	of less than one year	The same duty as a Bond (No. 13) for the whole amount payable or deliverable under such lease.
	of not less than one year, but not more than three years...	The same duty as a Bond (No. 13) for the average annual rent reserved.

[a] For remission of duty, see Appendix No. I, Second Schedule, clause 8(*i*).
[b] For reduction of duty, see Appendix No. I, First Schedule, clause 4.
[c] For reduction of duty, see Appendix No. I, First Schedule, clause 5.
[d] For remission of duty on several kinds of instruments see Appendix No. I, Second Schdule, clause 8.
[e] For remissions of duty, see Appendix No. I, Second Schedule, clause 9.

SCHEDULE I—*continued.*

Description of Instrument.		Proper Stamp-duty.
39. Lease—*contd.* ...	exceeding three years. ...	The same duty as a Conveyance (No. 21) for a consideration equal to the amount or value of the average annual rent reserved.
	(*b*) Where by such lease the rent is fixed and no premium is paid or delivered and such lease does not purport to be for any definite term ...	The same duty as a Conveyance (No. 21) for a consideration equal to the amount or value of the average annual rent which would be paid or delivered for the first ten years if the lease continued so long.
	(*c*) Where the lease is granted for a fine or premium, and where no rent is reserved ...	The same duty as a Conveyance (No. 21) for a consideration equal to the amount or value of such fine or premium as set forth in the lease.
	(*d*) Where the lease is granted for a fine or premium in addition to rent reserved	The same duty as a Conveyance (No. 21) for a consideration equal to the amount or value of such fine or premium as set forth in the lease, in addition to the duty which would have been payable on such lease if no fine or premium had been paid or delivered: Provided that, when an agreement to lease is stamped with the *ad valorem* stamp required for a lease, and a lease in pursuance of such agreement is subsequently executed, the duty on such lease shall not exceed eight annas.

SCHEDULE I—*continued.*

Description of Instrument.	Proper Stamp-duty.
40. Letter of alltoment of Shares in any Company or proposed Company, or in respect of any loan to be raised by any Company or proposed Company	One anna.
41. Letter of credit, that is to say, any instrument by which one person authorizes another to give credit to the person in whose favour it is drawn	One anna.
42. Letter or License, that is to say, any agreement between a debtor and his creditors that the latter shall, for a specified time, suspend their claims and allow the debtor to carry on business at his own discretion ... ... [a]	Ten rupees.
43. [b] Memorandum of association of a Company	Fifteen rupees.
44. Mortgage-deed not provided for by No. 14, No. 15, No. 29 or No. 55 of this schedule ... ... (a) When at the time of execution possession of the property or any part of the property comprised in such deed is given by the mortgagor or agreed to be given	The same duty as a Conveyance (No. 21) for a consideration equal to the amount secured by such deed.
See *Exemptions, Schedule II* (No. 12 and No. 14 (*b*).	

[a] For remission of duty on certain letters, see Appendix No. 1, Second Schedule, clause 10.

[b] For remission of duty, see Appendix No. 1, Second Schedule, clause II.

SCHEDULE I—*continued.*

Description of Instrument.		Proper Stamp-duty.
44. Mortgage-deed not provided for by No. 14, No. 15. No. 29 or No. 55 of this schedule—*contd.*	(*b*) When at the time of execution possession is not given or agreed to be given as aforesaid ...	The same duty as a Bond (No. 13) for the amount secured by such deed.
45. Notarial Act, that is to say, any instrument, endorsement, note, attestation, certificate or entry made or signed by a Notary Public in the execution of the duties of his office, or by any other person lawfully acting as a Notary Public...	... ...	One rupee.
46. Note or memorandum sent by a Broker or Agent to his principal intimating the purchase or sale on account of such principal of any goods, stock or marketable security exceeding in value twenty rupees ...	... ...	One anna.
47. Note of protest by the master of a ship.	... ...	Eight annas.
Partition	See *Instrument*, No. 37.	
Partnership	See *Instrument* Nos. 32 and 33.	
48. [*Repealed by Act V of* 1888].		

SCHEDULE I—*continued.*

Description of Instrument.		Proper Stamp-duty.
	[c](a) In the case of sea-insurance—	Rs. a. p.
	(1) for or upon any voyage—	
	(i) where the premium or consideration does not exceed the rate of two annas or one-eighth per centum of the amount insured by the policy.	0 1 0
	(ii) in any other case, in respect of every full sum of one thousand rupees and also any fractional part of one thousand rupees insured by the policy...	0 2 0
[a]49.[b] Policy of insurance		
See *Exemption Schedule II* [No. 14 (*a*)].		
	(2) for time—	
	(iii) in respect of every full sum of one thousand rupees and also any fractional part of one thousand rupees insured by the policy—	
	where the insurance shall be made for any time not exceeding six months..	0 2 0
	where the insurance shall be made for any	

[a] This article was substituted for the original article 49 by act I of 1888, s. 2, printed in General Acts, 1835-88, Ed. 1889, p. 187.

[b] For remission of duty, see Appendix No. I, Second Schedule, clause 12.

[c] This division was substituted by Act VI of 1891, s. 3, for the division (a) enacted by Act I of 1888, s. 2.

SCHEDULE I—*continued.*

Description of Instrument.		Proper Stamp-duty.
	time exceeding six months and not exceeding twelve months..	Rs. a. p. 0 4 0
	(*b*) In the case of fire-insurance—	
	i. in respect of an original policy for a month or any shorter term—	
	Rs.	
	when the amount insured does not exceed 1,000	0 2 0
	and for every further sum of Rs. 1,000 or part thereof in excess of 1,000	0 2 0
49. Policy of Insurance—*contd.*	ii. in respect of an original policy for more than one month but not more than three months—	
	Rs.	
	when the amount insured does not exceed 1,000	0 3 0
	and for every further sum of Rs. 1,000 or part thereof in excess of 1,000	0 3 0
	iii. in respect of an original policy for more than three months but not	

SCHEDULE I—*continued.*

Description of Instrument.		Proper Stamp-duty.
	more than six months—	Rs. a. p.
	Rs.	
	when the amount insured does not exceed 1,000	0 4 0
	and for every further sum of Rs. 1,000 or part thereof in excess of 1,000	0 4 0
	iv. in respect of an original policy for a longer term than six months—	
	Rs.	
	when the amount insured does not exceed 1,000	0 6 0
49. Policy of Insurance—*contd.*	and for every further sum of Rs. 1,000 or part thereof in excess of 1,000	0 6 0
	v. in respect of renewing, for the purpose of keeping in force, a policy which has been granted for six months or any shorter term and in respect of which and of the previous renewal whereof (if any) there has not already been paid the duty which would have been chargeable if the policy had ori-	

SCHEDULE I—*continued.*

Description of Instrument.		Proper Stamp-duty.					
49. Policy of Insurance— *contd.*	ginally been granted for a longer term than six months ...	The same duty as would be payable in respect of an original policy for the amount and term to which the renewal extends; or, the excess of the duty which would have been chargeable if the policy had originally been granted for a longer term than six months, over the duty already paid in respect of the policy and of the previous renewal thereof (if any); whichever is the smaller sum.					
	(*c*) In the case of any other insurance [a] except such a re-assurance as is described in division (*d*) of this article[a]— Rs.	If drawn singly.			If drawn in duplicate, for each part.		
		Rs.	a.	p.	Rs.	a.	p.
	when the amount insured does not exceed 1,000	0	6	0	0	3	0
	and for every further sum of Rs. 1,000 or part thereof in excess of 1,000	0	6	0	0	3	0
	[b] (*d*) In the case of a re-insurance, by an Insurance Com-						

[aa] This portion was added by Act VI of 1894, s. 4 (1)
[b] Division (*d*) was added by Act VI of 1894, s. 4 (2).

SCHEDULE I—*continued*.

Description of Instrument.		Proper Stamp-duty.
49. Policy of Insurance—*concld.*	pany which has granted a policy of sea-insurance or a policy of insurance against loss by fire, with another Company by way of indemnity or guarantee against the payment on the original insurance of a certain part of the sum insured thereby ...	Rs. a. p. 1 0 0
50. [*a*] Power-of-Attorney, not being a proxy chargeable under No. 51.	(*a*) When executed for the sole purpose of procuring the presentation of one or more documents for registration in relation to a single transaction ...	Eight annas.
	(*b*) When authorizing one person or more to act in a single transaction other than that mentioned in (*a*)	One rupee.
	(*c*) When authorizing not more than five persons to act jointly and severally in more than one transaction or generally	Five rupees.
	(*d*) When authorizing more than five but not more than ten persons to act jointly and severally in more than one transaction or generally.	Ten rupees.
	(*e*) In any other case.	One rupee for each person authorized.
Explanation.—For the purposes of this number more persons than one when belonging to the same firm shall be deemed to be one person.		

[*a*] For reduction and remissions of duty, see Appendix No. I, First Schedule clause 6, and Second Schedule, clauses 10 (*b*) and 13.

SCHEDULE I—*continued.*

Description of Instrument.	Proper Stamp-duty.
Promissory note ... See *Bill of Exchange*, No. 11.	
Protest, that is to say, any declaration in writing made by a Notary Public, or other person lawfully acting as such, attesting the dishonour of a bill of exchange or promissory note.. See *Notarial Act*, No. 45.	
Protest by the Master of a Ship, that is to say, any declaration of the particulars of her voyage, drawn up by him with a view to the adjustment of losses or the calculation of averages, and every declaration in writing made by him against charterers or the consignees for not loading or unloading the ship, when such declaration is attested or certified by a Notary Public or other person lawfully acting as such. See *Notarial Act*, No. 45.	
51. [a] Proxy empowering any person to vote at any one meeting of— (a) Members of a Company whose stock or funds is or are divided into shares and transferable: (b) Municipal Commissioners: (c) Proprietors, Members or Contributors to the funds of any Institution	One anna.

[a] For reductions of duty, see Appendix No. I, First Schedule, clause 7.

SCHEDULE I—*continued*.

Description of Instrument.		Proper Stamp-duty.
52. [a] Receipt for any money or other property the amount or value of which exceeds twenty rupees.		One anna.
See *Exemptions, Schedule II* (No. 15).		
53. Reconveyance of mortgaged property.	(a) If the consideration for which the property was mortgaged does not exceed... ... Rs. 1,000	The same duty as a Conveyance (No. 21) for the amount of such consideration as set forth in the reconveyance.
	(b) In any other case,	Ten rupees.
54. Release, that is to say, any instrument whereby a person renounces a claim upon another person or against any specified property ...	(a) If the amount or value of the claim does not exceed ... 1,000	The same duty as a Bond (No. 13) for such amount or value as set forth in the release.
	(b) In any other case.	Five rupees.
55. Respondentia Bond, that is to say, any instrument securing a loan on the cargo laden or to be laden on board a ship and making repayment contingent on the arrival of the cargo at the port of destination		The same duty as a Bond (No. 13).
56. Revocation of any trust of or concerning any property by any instrument other than a Will		Ten rupees.

(a) For remissions of duty, see Appendix No. I, Second Schedule, clause 14.

SCHEDULE I—*continued.*

Description of Instrument.	Proper Stamp-duty.
57. Settlement ... ... [a]	The same duty as a Bond (No. 13) for a sum equal to the amount or value of the property settled as set forth in such settlement.
58. Shipping-order for or relating to the conveyance of goods on board of any vessel	One anna.
Specification. See *Petition*, No. 48.	
59. Surrender of lease... See *Exemption Schedule II* (No. 16). (*a*) When the duty with which the lease is chargeable does not exceed five rupees ...	The duty with which such lease is chargeable.
(*b*) in any other case.	Five rupees.
60. Transfer ... ... See *Exemption, Schedule II* (No. 17). (*a*) Of shares in a Company or Association	One-quarter of the duty payable on a Conveyance (No. 21).
(*b*) Of any interest secured by a Bond, Lease, Mortgage-deed, or Policy of Insurance— 1. If the duty on such Bond, Lease, Mortgage-deed or Policy does not exceed five rupees.	The duty with which such Bond, Lease, Mortgage-deed or Policy of Insurance is chargeable.
2. In any other case.	Five rupees.
(*c*) Of any property under the Administrator General's Act, 1874, [b] section 31	Ten rupees.
(d) Of any trust-property from one trustee to another trustee without consideration	Five rupees.

[a] For duty on share-warrants, see Act VI of 1882, s. 35 (printed in General Acts, 1882, Part I, Ed. 1885, p. 11), and for remission of duty thereon, see Appendix No. I, Second Schedule, clause 15.

[b] For Act II of 1874 see the revised edition, as modified up to 1st July, 1890, published by the Legislative Department.

SCHEDULE I—*concluded.*

Description of Instrument.	Proper Stamp-duty.
Trust ... ... See *Declaration* No. 25. *Revocation* No. 56.	
Valuation ... ...See *Appraisement* No. 7.	
61. Warrant for goods, that is to say, any instrument evidencing the title of any person therein named, or his assigns, or the holder thereof, to the property in any goods lying in or upon any dock, warehouse or wharf, such instrument being signed or certified by or on behalf of the person in whose custody such goods may be	Four annas.

SCHEDULE II.

INSTRUMENTS EXEMPTED FROM STAMP-DUTY[a].

1. Affidavit or declaration in writing when made—
   (*a*) as a condition of enlistment under the Indian Articles of War [b]
   (*b*) for the immediate purpose of being filed or used in any Court or before the officer of any Court ; or
   (*c*) for the sole purpose of enabling any person to receive any pension or charitable allowance.
2. Agreement or memorandum of agreement—
   (*a*) for or relating to the sale of goods or merchandize exclusively, not being a note or memorandum chargeable under No. 46 of Schedule I;
   (*b*) [*Repealed by Act XII of* 1891.]
   (*c*) made by raiyats for the cultivation of the poppy for Government ;
   (*d*) made in the form of tenders to the Government of India for or relating to any loan ;
   (*e*) [*Repealed by Act XII of* 1891.]
   (*f*) made under the European Vagrancy Act, 1874, section 17 [c].

[a] For remissions of duty, see Appendix No. I, Second Schedule.
[b] Printed in General Acts, 1867-76, Ed. 1887, p. 63.
[c] Printed in General Acts, 1867-76, Ed. 1887, p. 471.

3. Appraisement or valuation made for the information of one party only, and not being in any manner obligatory between parties either by agreement or operation of law.

4. Appraisement of crops for the purpose of ascertaining the amount to be given to a landlord as rent.

5. Assignment of copyright by entry made under Act No. XX of 1847, section 5[a].

6. Award under Bombay Act VI of 1873, section 81[c], or Bombay Act III of 1874, section 18[b].

7. Bill of lading, when the goods therein described are received at a place within the limits of any port as defined under the Indian Ports Act, 1889, [c] and are to be delivered at another place within the limits of the same port.

8. Bond, when executed by—

(*a*) the sureties of middlemen (lambardars or khattadars) taking advances for the cultivation of the poppy for Government;

(*b*) headmen nominated under rules framed in accordance with Bengal Act III of 1876, section 99[d], for the due performance of their duties under that Act;

(*c*) any person for the purpose of guaranteeing that the local income derived from private subscriptions to a charitable dispensary or hospital or any other object of public utility shall not be less than a specified sum per mensem.

9. Copy of any paper which a public officer is expressly required by law to make or furnish for record in any public office or for any public purpose.

10. [*Repealed by Act XII of* 1891.]

11. Entry—

(*a*) of an advocate, vakil or attorney on the roll of any High Court when he has previously been enrolled in a High Court [e]

(*b*) [*Repealed by Act XII of* 1891.]

12. Instruments—

(*a*) executed by persons taking advances under the Land Improvement Loans Act, 1883 [f], or by their sureties, as security for the repayment of such advances;

(*b*) executed by officers of Government or by their sureties, to secure the due execution of an office or the due accounting for money received by virtue thereof;

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[a] Printed in General Acts, 1834-66, Ed. 1887, p. 50.

[b] Printed in Bombay Code, Ed. 1880.

[c] The reference to Act XII of 1875 is altered in accordance with Act X of 1889, s. 2. (For Act X of 1889 see the revised edition, as modified up to 1st June, 1894, published by the Legislative Department.)

[d] Printed in Bengal Code, vol. II, Ed. 1890, p. 289.

[e] Words repealed by Act IX of 1884, s. 10 (2), are omitted.

[f] The reference to Act XXVI of 1871 is altered in accordance with Act XIX of 1883, s. 2, printed in General Acts, 1882-84, Pt. II, Ed. 1885, p. 347.

(*c*) of apprenticeship executed by a Magistrate under Act XIX of 1850 [a] or by which a person is apprenticed by or at the charge of any public charity.

13. Leases and counterparts—

(*a*) Leases of fisheries granted under the Burma Fisheries Act, 1875 [b];

(*b*) Lease, executed in the case of a cultivator without the payment or delivery of any fine or premium, when a definite term is expressed and such term does not exceed one year, or when the average [c] annual rent, reserved does not exceed one hundred rupees;

(*c*) Counterpart of any lease granted to a cultivator.

14. Letter—

(*a*) of cover or engagement to issue a policy of insurance:

Provided that, unless such letter or engagement bear the stamp prescribed by this Act for such policy, nothing shall be claimable thereunder, nor shall it be available for any purpose except to compel the delivery of the policy therein mentioned;

(*b*) of hypothecation accompanying a bill of exchange.

15 Receipt—

(*a*) endorsed on or contained in any instrument duly stamped, or exempted under this schedule, No. 18, acknowledging the receipt of the consideration-money therein expressed, or the receipt of any principal-money, interest or annuity or other periodical payment thereby secured;

(*b*) for any payment of money without consideration;

(*c*) for any payment of rent by a cultivator on account of land assessed to Government revenue, or (in the Presidencies of Fort St. George and Bombay) of inam lands;

(*d*) for pay, by non-commissioned officers or soldiers of Her Majesty's Army, or Her Majesty's Indian Army when serving in such capacity;

(*e*) for pensions or allowances by persons receiving such pensions or allowances in respect of their service as such non-commissioned officers or soldiers, and not serving the Government in any other capacity;

(*f*) given by holders of family-certificates in cases where the person from whose pay or allowances the sum comprised in the receipt has been assigned is a non-commissioned officer or soldier of either of the said Armies, and serving in such capacity;

(*g*) given by a headman or lambardar for land-revenue or taxes collected by him;

(*h*) given for money or securities for money deposited in the hands of any banker, to be accounted for:

Provided the same be not expressed to be received of, or by the hands of, any other than the person to whom the same is to be accounted for:

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[a] Printed in General Acts, 1834-66, Ed. 1887, p. 61.
[b] Printed in Burma Code, Ed. 1889, p. 97.
[c] "Average" was inserted by Act XII of 1891.

Provided also that this exemption shall not extend to a receipt or acknowledgment for any sum paid or deposited for or upon a letter of allotment of share, or in respect of a call upon any scrip or share of or in any Company or Association, or proposed or intended Company or Association.

16. Surrender of lease, when such lease is exempted from duty.

17. Transfers by endorsement—

(*a*) of a bill of exchange, cheque or promissory note ;

(*b*) of a bill of lading ;

(*c*) of a policy of insurance ;

(*d*) of mortgages of rates and taxes authorized by any Act for the time being in force in British India ;

(*e*) of securities of the Government of India ;

(*f*) of a warrant for goods (No. 61 of Schedule I).

General Exemption.

18. Any instrument executed by, or on behalf of, or in favour of, Government in cases where, but for this exemption, the Government would be liable to pay the duty chargeable in respect of such instrument.

SCHEDULE III.

[ACTS REPEALED.]

Repealed by Act XII of 1891.

APPENDIX No. I.

Reductions and remissions of Stamp-duties.

Notification No. 2897 S. R., dated 7th June, 1894.

[*Gazette of India*, 1894, *Part I, page* 342.]

Under section 8 of the Indian Stamp Act, I of 1879, it is hereby notified that, in exercise of the power to reduce or remit, whether prospectively or retrospectively, in the whole or any part of British India, the duties with which (*a*) any instruments, or (*b*) any particular class of instruments, or (*c*) any of the instruments belonging to such class, or (*d*) any instruments when executed by or in favour of any particular class of persons, or by or in favour of any members of such class, are chargeable, the Governor General in Council has been pleased—

(1) to direct that the duties chargeable on the instruments specified in the first column of the first schedule to this notification shall be reduced to the amounts respectively indicated in the second column of that schedule, and

(2) to remit the duties chargeable on the instruments specified in the second schedule to this notification.

2. All previous notifications under section 8 of the Indian Stamp Act, I of 1879, are hereby cancelled, but not so as to affect their past operation.

THE FIRST SCHEDULE.

Instruments on which Stamp-duty is reduced.

1	2
Description of Instrument.	Proper Stamp-duty.
1. *Agreement* executed for service or for performance of work in a coffee-plantation in the Madras Presidency, Coorg or Mysore, when the advance given under the agreement does not exceed twenty rupees.	One anna.
2. *Charter-party* containing a clause as to the payment of compensation in case of breach of the contract evidenced thereby.	One rupee.
3. *Instrument evidencing an agreement to secure the repayment of a loan* made upon any mortgage of a crop, whether the crop is or is not in existence at the time of the mortgage. (*a*) When the loan is repayable not more than three months from the date of the Instrument.	Half the duty chargeable under the Indian Stamp Act, I of 1879, Schedule I, Article 11 (*b*), on a Bill of Exchange for the amount secured.
3. *Instrument evidencing an agreement to secure the repayment of a loan* made upon any mortgage of a crop, whether the crop is or is not in existence at the time of the mortgage. (*b*) When the loan is repayable more than three months, but not more than one year, from the date of the Instrument.	The same duty as that chargeable under the Indian Stamp Act, I of 1879, Schedule I, Article 11 (*b*), on a Bill of Exchange for the amount secured.
4. *Instrument of gift* of shares in a Company or Association.	The same duty as that chargeable under the Indian Stamp Act, I of 1879, Schedule I, Article 60 (*a*), on a transfer of shares for a consideration equal to their value, as set forth in the Instrument of gift.
5. *Instrument of partition* of land held on settlement for a period not exceeding thirty years and paying the full assessment to the Government.	Not to exceed the amount chargeable on a valuation of the land at five times the annual revenue.
6. *Power-of-attorney* of the kind specified in the Indian Stamp Act, I of 1879, Schedule I, Article 50 (*b*), when required in suits or proceedings under the Presidency Small Cause Courts Act, XV of 1882.	Eight annas.
7. *Proxy* executed by a female, empowering any person to vote— (*a*) at any one election of members of a Local Board, held under the provisions of the Bombay Local Boards Act (Bombay Act I of 1884), or (*b*) at any one election of Municipal Commissioners held under the provisions of the Bombay District Municipal Act Amendment Act (Bombay Act II of 1884).	One anna.

THE SECOND SCHEDULE.

Instruments exempted from Stamp-duty.

1. *Agreements*—

(*a*) of the kind described in the Dekhan Agriculturists' Relief Act, XVII of 1879, section 43 ;

(*b*) such written agreements with respect to enhancement of rent of ex-proprietary or occupancy tenants as are referred to in the North-Western Provinces Rent Act, XII of 1881, section 12, clause (*a*) ;

(*c*) executed under the Indian Emigration Act, XXI of 1883, section 35, sub-section (1) ;

(*d*) made under Act II of 1886 (*An Act for imposing a tax on income derived from sources other than agriculture*), section 9, sub-section (2) ;

(*e*) respecting the occupancy of land, whether surveyed or not, and the payment of land-revenue therefor, executed under the Bombay Land-revenue Code (Bombay Act V of 1879) or any rules made under that Act ;

(*f*) or declarations, by which a tender made to an Executive Commissariat Officer is accepted as a contract, when the deposit of the contractor as security for his contract is made in Government of India Loan Notes or in cash ;

(*g*) agreement papers passed by Commissariat contractors when their security deposits are transferred to a Savings Banks ;

(*h*) made with Railway Companies or Administrations, for the conveyance of goods ;

(*i*) made with Railway Companies or Administrations, which purport to limit the responsibility of those Companies or Administrations as declared by the Indian Railways Act, IX of 1890, section 72, sub-section (1), and are in a form approved by the Governor General in Council under sub-section (2) of that section ;

(*j*) or indemnity bonds given to Railway authorities by consignees (when the railway receipt is not produced) in respect of the delivery of articles carried at half parcels rates, namely, fresh fish, fruits, vegetables, bazar-baskets, bread, meat, ice, and other perishable articles ;

(*k*) and security bonds required to be executed under the rules to regulate appointments and promotions in the Provincial Forest Service, by students and their sureties previous to entry into the Forest School, Dehra Dun.

Articles of Association—

See clause 11, *infra.*

2. *Bills of Exchange*—

drawn in Mysore, the Hyderabad Assigned Districts, the Hyderabad Residency Bazars, or the Cantonment of Sikandarabad on which the full rate of stamp-duty has been paid there, when the same are negotiated in British India.

3 *Bills of Lading*—

executed out of British India and relating to property to be delivered in British India.

Bonds—

Security-bonds—

(*a*) taken, under the authority of the Government, from medical students of the Apothecary, Assistant Surgeon and Hospital Assistant classes, and their sureties ;

(*b*) executed under No. 3-A of the rules made by the Governor of Bombay in Council under the Bombay Irrigation Act (Bombay Act VII of 1879), section 70.

See also clause 1 (*j*) and (*k*), *supra.*

5. *Cheques*—

drawn in Mysore, the Hyderabad Assigned Districts, the Hyderabad Residency Bazars, or the Cantonment of Sikandarabad on which the full rate of stamp-duty has been paid there, when the same are negotiated in British India.

6. *Copies or Extracts*—

(*a*) copies of instruments which the Village Registrar has to deliver to the parties under the Dekkhan Agriculturists' Relief Act, XVII of 1879, section 58 ;

(*b*) copies of, or extracts from, baptismal, marriage or burial registers certified by Government Chaplains, subsidised or unsubsidised Clergymen, or diocesan Registrars, and granted to—

(1) soldiers, sailors or non-commissioned or petty officers, or

(2) persons in needy circumstances, in whose favour Chaplains may exercise the discretionary power vested in them by rule IV of Division III of the rules published under Notification No. 103, dated the 20th June, 1885, in the *Gazette of India* of the 27th idem, Part I, page 346 :

[*N. B.*—This exemption is in respect of any stamp-duty with which the copies or extracts might otherwise be chargeable.]

(*c*) copies of entries—

(*i*) in the certified copies of registers, given under the Births, Deaths and Marriages Registration Act, VI of 1886, section 8 ;

(*ii*) in register books, granted by any Registrar of Births and Deaths under the said Act, section 25, or

(*iii*) in registers and records, given under the said Act, section 35,

when applied for by a soldier, sailor, non-commissioned officer or petty officer ;

(*d*) copies or extracts certified by patwaris to be true copies of, or true extracts from, records or papers which they are required to prepare or keep by any rule made by the Chief Commissioner under the Central Provinces Land-revenue Act, XVIII of 1881, section 146, when the copy or extract is furnished by a patwari to a malguzar or tenant of or in the village with which the copy or extract is concerned.

7. *Debentures*—

(*a*) debenture bounds issued by a Joint Stock Company under the terms of a mortgage-deed making over in whole or in part the property of the Company to trustees for the benefit of the debenture-holders, and interest coupons attached to the said debentures ;

(*b*) the debenture bonds of the loan of Rs. 20,00,000 raised by the Government of His Highness the Maharaja of Mysore for the construction of a line of railway from Bangalore to Tiptoor, when the said bonds are negotiated in British India ;

(*c*) the debentures specified by date, number and value in the appendix hereto :

[*N. B.*—This exemption is in respect of any stamp-duty with which the debentures might otherwise be chargeable, whether on issue, renewal, subdivision or consolidation.]

8. *Instruments*—

(*a*) executed for the purpose of securing the repayment of loans made or to be under the Agriculturists' Loans Act, XII of 1884, or under rule 147 of the rules framed under the Burma Land and Revenue Act, II of 1876 ;

(*b*) in the nature of a memorandum or agreement furnished to, or made or entered into with, Executive Commissariat Officers by Contractors ;

(*c*) in the nature of a memorandum or agreement furnished to, or made or entered into with, the Ordnance Department, the Army Clothing Department or the Public Works Department by Contractors for the due performance of their contracts ;

(*d*) executed by officers of the Government or their sureties to secure the due accounting for property received by those officers by virtue of their office ;

(*e*) whereby proprietors and others in the Central Provinces engage with the Government for the maintenance and remuneration of patwaris ;

(*f*) conveyances by endorsement of rights secured by instruments known as "Sattas" (this clause applies only to the Central Provinces) ;

(*g*) pattas granted by an officer of the Government or by any assignee of Government revenue in the Madras Presidency to holders of land under raiyatwar settlements ;

(*h*) sanads of jagirs and other documents conveying lands granted to individuals by the Government otherwise than for a pecuniary consideration ;

(*i*) of exchange executed by private persons when land is given by them for public purposes in exchange for other land granted to them by the Government ;

N. B.—This exemption is in respect of the stamp-duty which would otherwise be payable by private persons under section 29, clause (*f*), of the Indian Stamp Act, I of 1879.]

(*j*) contracts executed in accordance with the provisions of the Assam Labour and Emigration Act, I of 1882, for service in Assam under the Chief Commissioner in the Public Works Department or under District Committees constituted under the Assam Local Rates Regulation, III of 1879 ;

(*k*) deed of dower executed on the occasion of a marriage between Muhammadans ;

(*l*) evidencing an ordinary pawn transaction, where money is borrowed on the pledge of moveable property and the sum borrowed does not exceed twenty rupees.

9. *Leases and Counterparts*—

(*a*) leases granted by the Government under rules made under the Indian Forest Act, VII of 1878, section 31, or purporting to be so granted, of land situated in a protected forest in any of the following villages in the Akola Taluka of the District of Ahmednagar in the Presidency of Bombay, namely :—

Ambit,	Lohàli Kotul,	Sàmràd,
Ghatghar,	Pachnai,	Shinganvàdi,
Kumshet,	Pánjré,	Uddavné ;

(*b*) leases granted under rule 31 of the rules published by the Government of Bombay under the Bombay Land-revenue Code (Bombay Act V) of 1879 ;

(*c*) leases of fisheries granted under the Upper Burma Land and Revenue Regulation, III of 1889, section 32 ;

(*d*) leases or counterparts thereof executed at the time of settlements made directly by the Government with existing occupants of land, whether zamindars or tenants, and whether self-cultivating or not ; provided that no fine or premium is paid in consideration of the lease ;

10. *Letters*—

(*a*) letter which a person depositing money in a District Savings Bank or Post Office Savings Bank, as security to the Government or a local authority for the due execution of an office or for the fulfilment of a contract or for any other purpose, is required by the rules of the Savings Banks to address to the Secretary to the District Savings Bank or the Post Master in charge of the Post Office Savings Bank agreeing to special conditions with respect to the application and withdrawal of the money deposited and the payment of interest accruing due thereon :

"Local authority" in this clause means a municipal committee, district board, body of port commissioners or other authority legally entitled to, or entrusted by the Government with, the control or management of a municipal or local fund ;

(*b*) letter of authority or power-of-attorney executed for the sole purpose of authorising one or more of the joint holders of a Government security to give on behalf of the other or others of them, or any one or more of such other joint holders, a discharge for interest payable on such security or on any renewed security issued in lieu thereof.

11. *Memorandum and Articles of Association*—

of any Association registered under the Indian Companies Act, VI of 1882, section 26.

12. *Policy of Insurance*—

Policies of life-insurance and contracts for monthly allowances granted by the Director General of the Post Office of India in accordance with the rules for Postal Life Insurance and Monthly Allowances issued under the authority of the Government of India.

13. *Powers-of-Attorney*—

(*a*) furnished to relatives, servants or dependents under the Dekkhan Agriculturists' Relief Act, XVII of 1879, section 68 ;

(*b*) executed in favour of lambardars or khatedars by opium cultivators who do not attend personally to receive advances or to enter into contracts for the cultivation of opium.

See also clause 10, *supra.*

14. *Receipts*—

(*a*) given by Mounted Police Constables, on account of their pay and allowances ;

(*b*) given by the addressee for deposits exceeding twenty rupees, made for the payment of replies to telegraphic messages ;

(*c*) endorsed by the payee on Postal Money Orders ;

[*N.B.*—This exemption is in respect of any stamp-duty with which the receipt might otherwise be chargeable.]

(*d*) given by Railway Companies or Administrations for fares for conveyance of passengers or goods, or both, or animals, and to such Companies or Administrations for refunds of overcharges made in respect of such fares ;

(*e*) given for payment of interest on Government Promissory Notes ;

(*f*) given by, or on behalf of, depositors in Post Office, District, Presidency or State Railway Savings Banks or in the East Indian Railway Savings Bank for sums of money withdrawn from any of those Banks ;

[*N. B.*—This exemption applies in all cases in which the receipts would otherwise be liable to stamp-duty.]

(*g*) given by opium cultivators or their representatives and by lambardars and khatedars in the Behar and Benares Agencies for money paid to them by the Government as advances for the cultivation of opium.

15. *Share Warrants*—
issued by a Company in pursuance of the Indian Companies Act, VI of 1882, section 30:

This exemption is in respect of the duty specified in the Indian Companies Act, VI of 1882, section 35, and will only take effect upon payment, as composition for that duty, to the Collector of Stamp-revenue, of—

(*a*) three-quarters per centum of the whole subscribed capital of the Company ; or

(*b*) if any Company which has paid the said duty or composition in full subsequently issues an addition to its subscribed capital, three-quarters per centum of the additional capital so issued.

APPENDIX No. II.

Rules under sections 9, 15, 17, 32, 51 *and* 56 *of the Indian Stamp Act*, 1879.

Notification No. 2170, dated 22nd May 1891.

[*Gazette of India*, 1891, *Part I, page* 281.]

In exercise of the powers conferred by sections 9, 15, 17, 32, 51 and 56 of the Indian Stamp Act, 1879, the Governor General in Council is pleased to make the following rules in supersession of the rules promulgated by Notifications—

No. 1288, dated the 3rd March 1882.
„ 2955, „ the 1st December 1882.
„ 1444, „ the 16th March 1883.
„ 3515, „ the 16th October 1885.
„ 434, „ the 28th January 1886.
„ 590, „ the 5th May 1886.
„ 1611, „ the 25th June 1886.
„ 2727, „ the 24th August 1886.
„ 5700, „ the 26th October 1887.
„ 1662, „ the 14th November 1890.
„ 5881, „ the 19th December 1890.

CHAPTER I.—Preliminary.

1. These rules shall come into force throughout British India on the date of this Notification.

2. All words and expressions used in these rules and defined in the Indian Stamp Act, 1879, shall be deemed to have the meanings attached to them respectively by the said Act.

3. There shall be two kinds of stamps for indicating the payment of duty on instruments under the Indian Stamp Act, 1879, namely,—

(*a*) Impressed stamps, including—

impressed sheets,—that is to say, sheets of paper bearing the impression of stamps of different values engraved thereon, and sold to the public for use by them in accordance with these rules ; and

impressed labels, to be affixed and impressed by Government officers as directed in Chapter III of these rules.

(*b*) Adhesive stamps sold to the public for use by them in accordance with these rules.

CHAPTER II.—Of Impressed Sheets.

4. (*a*) Hundis, other than hundis which can be stamped with an adhesive stamp under section 10 of the said Act, shall be written as follows :

(1) handis payable otherwise than on demand, but not more than one year after date or sight, and for amounts not exceeding Rs. 30,000 in individual value, on impressed sheets bearing the word " hundi ;"

(2) hundis exceeding Rs. 30,000 in individual value, and hundis payable at more than one year after date or sight, on paper supplied for sale by the Government, and to which labels have been affixed by one of the officers mentioned in rule 10 (*b*), or by the Superintendent of Stamps, Calcutta, and impressed by him in manner provided by rule 10.

(*b*) Every sheet of such stamped paper shall be of a size not less than 8§ × 5½ inches, and no plain paper shall be joined to it.

(*c*) The provisions in rule 7 (*a*) as to the use of two or more sheets of stamped paper when a single stamp of the required value is not procurable apply also to hundi stamps used under this rule.

5. Promissory notes and bills of exchange shall, except as provided by section 10 of the said Act and by these rules, be written on plain impressed sheets or on impressed sheets bearing the word " hundi."

6. All other instruments chargeable with duty may be written on impressed sheets (other than impressed sheets bearing the word " hundi "), and, except as provided by section 10 of the said Act and by these rules, shall be so written.

7. (*a*) When two or more impressed sheets are used to make up the amount of duty chargeable in respect of any instrument, a portion of such instrument shall be written on each sheet so used.

(*b*) When a single sheet (other than an impressed sheet bearing the word "hundi") is found insufficient to admit of the entire instrument being written on the side of the paper which bears the stamp, so much plain paper may be subjoined thereto as may be necessary for the complete writing of such instrument; provided that in every such case the side of the sheet which bears the stamp must be covered by a substantial part of the instrument before any part of the latter can be written on the plain paper joined to such sheet.

(*c*) When any instrument of transfer of shares in a company or association is written on an impressed sheet, and the value impressed thereon is subsequently (in consequence of a rise in the market vulue of such shares) found to fall short of the amount of duty chargeable under article 60 (*a*), Schedule I of the Act, one or more adhesive "share transfer stamps" hereinafter mentioned may be used to make up the required amount.

8. The duty payable on any instrument chargeable with a duty of one anna may be denoted by a coloured impression marked on a skeleton form of such instrument by the Superintendent of Stamps at Calcutta, Bombay, Madras, Rangoon or Lahore, or by the Commissioner of Stamps at Allahabad.

CHAPTER III.—Of Impressed Labels.

9. Impressed labels may be used for the following instruments and counterparts thereof, namely :—

(1) administration-bonds ;
(2) affidavits ;
(3) appointments made in execution of a power ;
(4) articles of association of a company ;
(5) articles of clerkship ;
(6) bills-of lading ;
(7) charter-parties ;
(8) declarations of trust ;
(9) instruments evidencing an agreement to secure the repayment of a loan made upon the deposit of title-deeds or other valuable security, or upon the hypothecation of moveable property ;
(10) leases printed or lithographed in an Oriental language when the written matter filled in does not exceed one-fourth of the printed matter ;
(11) memoranda of association of companies ;
(12) notes of protest ;
(13) policies of insurance ;

(14) revocations of trust ;

(15) share warrants issued by a company in accordance with section 30 of the Indian Companies Act, 1882 (provided that any such share warrant issued previous to the 14th November, 1890, and bearing an adhesive share transfer stamp denoting the full amount of duty payable on the warrant shall be held to have been duly stamped) ;

(16) warrants of goods ;

and for the following, when written in any European language, provided that any instrument written in any European language other than English shall have attached to it a translation in the English language :—

(17) agreements or memoranda of agreements which, in the opinion of the officer empowered to affix the label, cannot conveniently be written on impressed sheets ;

(18) instruments engrossed on parchment and written in the English style which, in the opinion of such officer, cannot conveniently be written on impressed sheets ;

(19) awards ;

(20) bills-of-exchange payable otherwise than on demand and drawn in British India ;

(21) bonds ;

(22) certificates of s le ;

(23) composition-deeds ;

(24) conveyances ;

(25) instruments imposing a further charge on mortgaged property ;

(26) instruments of apprenticeship ;

(27) instruments of co-partnership ;

(28) instruments of dissolution of partnership ;

(29) instruments of exchange ;

(30) instruments of gift ;

(31) instruments of partition ;

(32) leases ;

(33) letters of license ;

(34) mortgage-deeds ;

(35) powers-of-attorney ;

(36) reconveyances of mortgaged property ;

(37) releases ;

(38) settlements ;

(39) transfers of the description mentioned in artiele No. 60, clauses (*b*), (*c*) and (*d*), of the first schedule of the said Act.

10. The following officers are empowered to affix these labels to the instruments mentioned in rule 9, namely :—

(*a*) the Collectors of Calcutta and Karachi and the Hazur Deputy Collector, Karachi, when the Collector is absent from head-quarters ;

(*b*) the Superintendents of Stamps at Madras, Bombay, Lahore, Rangoon, Moulmein and Akyab, [a] and the Treasury Officer, Bassein [a] ;

(*c*) the Commissioner of Stamps, North-Western Provinces and Oudh ;

(*d*) the Superintendent of Stamps (Political Resident), Aden.

11. (*a*) Every such officer shall, upon any instrument mentioned in rule 9 being brought to him before it is executed, and application being made to him for that purpose, affix thereto a label or labels of such value as the applicant may desire and pay for, and impress such label or labels by means of a stamping-machine, and also stamp or write on the face of the label or labels the date of impressing the label or labels before returning the instrument to the applicant. In the case of instruments written on parchment, the labels must be further secured by metallic eyelets.

(*b*) When the stamp-duty amounts to five rupees or upwards, such officer, or some principal assistant of such officer appointed by the Local Government from time to time in this behalf, shall further write on the face of the label or labels his initials, and, when the stamp-duty amounts to rupees twenty or upwards, shall also attach his usual signature to the instrument immediately under the labels.

In Calcutta the Deputy Collector and the Superintendent of the Stamp Department of the Collector's office, as well as the Collector, are empowered to initial any label or labels, and to attach their usual signatures to any instrument immediately under the labels.

The Superintendent in the office of the Superintendent of Stamps, Lahore, is empowered to initial any label or labels, and to attach his usual signature to any instrument immediately under the labels, during the absence of the Superintendent of Stamps from Lahore.

12. (*a*) The payment of duty on instruments (other than instruments which, under section 10 of the said Act, may be stamped with adhesive stamps) executed out of British India, and requiring to be stamped after their receipt in British India, shall be indicated only by impressed labels.

(*b*) When any such instrument is taken to the Collector under section 17 of the said Act, the Collector, unless he be Collector of Calcutta or Karachi, shall send the instrument to one of the officers mentioned in rule 10, remitting the amount of duty paid in respect of such instrument ; and such officer shall stamp the instrument in the manner prescribed by rules 11 (*a*) and 11 (*b*), and return the same to the Collector for delivery to the person by whom it was produced.

[a] These words were added by Finance and Commerce Department Notification No. 3282-S. R., dated 28th July, 1893, printed on page 94 *infra*.

CHAPTER IV.—Adhesive Stamps.

13. Bills-of-exchange, payable otherwise than on demand and draw in sets, when the amount of stamp-duty does not exceed one anna for each part of the set, may be stamped with adhesive stamps.

14. Except as otherwise provided in these rules, the adhesive stamp used to denote the duty of one anna shall bear the words "one anna."

15. The following instruments when stamped with adhesive stamps shall be stamped as follows:—

(*a*) bills-of-exchange, cheques, and promissory notes drawn or made out of British India, and chargeable with a duty of more than one anna, with adhesive stamps bearing the words "Foreign Bill;"

(*b*) transfers of shares of public companies and associations, with adhesive stamps bearing the words "Share Transfer;"

(*c*) an entry as an advocate, vakil, or attorney on the roll of any High Court, with an adhesive stamp bearing the word "Advocate," "Vakil" or "Attorney;"

(Such stamp shall be affixed under the superintendence and responsibility of a gazetted officer of the High Court, who shall obtain the stamp from the Superintendent of Stamps and account to him for it. The gazetted officer who affixes the stamp shall write on the face of it his usual signature and the date of signature before parting with the instrument.)

(*d*) notarial acts, with adhesive foreign bill stamps bearing the word "Notarial" printed over them.

CHAPTER V.—Miscellaneous.

16. When it is necessary, under section 15 of the said Act, to denote upon one instrument the payment of duty in respect of another, such payment shall be denoted by an endorsement under the hand of the Collector on the former instrument.

17. Every payment made under section 30 of the said Act shall be ade in cash.

18. The Collector may require every person claiming a refund or renewal under Chapter VI of the said Act, or his duly authorised agent, to make an oral deposition on oath or affirmation, or to put in an affidavit, setting forth the circumstances under which the claim has arisen. The Collector may also, if he thinks fit, call for the evidence of witnesses in support of the statement set forth in the deposition or affidavit of the claimant or his agent.

19. Any Magistrate convicting or trying an offender under Chapter VIII of the said Act may grant to any person who may have contributed to the conviction a reward within a limit to be fixed by the Local Government.

Notification No. 3282-S.R., dated 28th July, 1893.

[*Gazette of India*, 1893, *Part I, page* 428.]

In exercise of the powers conferred by sections 9 and 56 of the Indian Stamp Act, I of 1879, the Governor General in Council directs that the following shall be added to clause (*b*) of rule 10 of the rules published in Finance and Commerce Department Notification No. 2170, dated the 22nd May, 1891 :—

"and the Treasury Officer, Bassein."

BOMBAY CHAMBER OF COMMERCE, 12*th December* 1894.

The SECRETARY to the GOVERNMENT OF INDIA, Department of Finance and Commerce, Calcutta.

SIR,—I am directed by the Committee to solicit the attention of Government to the Chamber's letters of 2nd March 1892 and 26th October 1893, submitting, for the consideration of H. E. the Governor-General in Council, the desirability of amending the Indian Stamp Act with respect to the manner in which adhesive stamps used on bills or contracts should be cancelled; as also to the Chamber's letter of 28th June 1893, addressed to the Secretary to the Government of India in the Legislative Department, suggesting an amendment of the Indian Companies Act VI of 1882, and to respectfully enquire whether there is any probability of legislation being undertaken in connection with either of these suggestions during the present session of the Imperial Legislative Council.—I have, &c.,

JOHN MARSHALL, *Secretary.*

No. 313 OF 1895.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 15*th January* 1895.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—In reply to your letter dated 12th ultimo, to the address of the Government of India, Finance and Commerce Department, I am directed to inform you that (1) it is not proposed to legislate separately for the amendment of the Indian Stamp Act, 1879, for the purpose proposed by the Chamber, but that the question has been taken up by the Government of India and included with proposals for a general revision of the Act which are about to be referred to the local Governments for opinion ; and (2) that it is hoped that the Indian Companies Act, 1882, will be amended as proposed during the current legislative session of the Government of India.—I have, &c.,

G. S. CURTIS, Under Secretary to Government.

APPENDIX CC.

WEATHER AND CROP REPORTS.

No. 365 of 1894.

Meteorological Office, Bombay, 17*th July* 1894.

From Mr. H. S. Styan, Meteorological Reporter for Western India, to the Secretary, Chamber of Commerce, Bombay.

Sir,—I have the honor to inform you that suggestions have been received for including Ahmednagar in the list of daily weather reporting stations, and request the favour of your opinion as to the desirability or otherwise of the same.—I have, &c.,

H. S. STYAN,
Acting Meteorological Reporter for Western India.

Bombay Chamber of Commerce, 19*th July* 1894.

The Meteorological Reporter for Western India, Bombay.

Sir,—In reply to your letter No. 365 of the 17th instant, I am directed to inform you that in the opinion of the Committee of the Chamber of Commerce, a weather report from Ahmednuger would not be of any service to the mercantile community.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 3326 of 1894.

General Department,
Bombay Castle, 4*th September* 1894.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—I am directed to forward herewith copies of the letters* note in the margin from the Meteorological Reporter for Western India and to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce, Bombay, on the suggestion therein made to include Ahmednuger in the list of stations from which reports are published in the Bombay Daily Weather Report and Chart.—I have, &c.,

G. S. CURTIS, Under-Secretary to Government.

* Letter No. 367, dated 17th July 1894.
* Letter No. 426, dated 25th August 1894.

No. 367 OF 1894.

METEOROLOGICAL OFFICE, BOMBAY, *17th July* 1894.

From Mr. H. S. STYAN, Meteorological Reporter for Western India, to the SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have the honor to inform you that suggestions have been received for including Ahmednagar in the list of daily weather reporting stations and request the favour of your opinion as to the desirability or otherwise of the same.—I have, &c.,

H. S. STYAN,
Acting Meteorological Reporter for Western India.

No. 426 OF 1894.

METEOROLOGICAL OFFICE, BOMBAY, *25th August* 1894.

From S. H. C. HUTCHINSON, Esq., M.I.E.E., A.M. I.C.E., Meteorological Reporter for Western India, to the SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—With reference to your letter No. 3058, dated, the 15th instant, I have the honour to state that the suggestion in question appeared in the "*Times of India*" dated the 6th July 1894, under the heading "Ahmednagar Notes," and that the arrangements for meeting the additional cost will be made by the Meteorological Reporter to the Government of India, to whom the opinions of the Government of Bombay, the Port Trust and the Chamber of Commerce are to be communicated for final decision in the matter.—I have, &c.

S. H. C. HUTCHINSON,
Meteorological Reporter for Western India.

BOMBAY CHAMBER OF COMMERCE, *6th September* 1894.

The UNDER SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—Having submitted to the Committee of the Chamber, your letter No. 3326 of the 4th instant, with its accompaniments, I have honour to say, in reply, that in their opinion a weather report from Ahmednagar would not be of any service to the mercantile community.

2. I may add that a letter to this effect was addressed to the Meteorological Reporter for Western India in answer to a similar enquiry from that official under date of 17th July last.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 4618 of 1894.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *7th December* 1894.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith for the information of the Chamber of Commerce, Bombay, copy of a letter No. 4738-69, dated 16th instant, from the Government of India, Department of Revenue and Agriculture (Meteorology), sanctioning the inclusion of Ahmednagar in the list of stations from which reports are published in the Bombay Daily Weather Reports and Charts.—I have, &c.,

G. S. CURTIS,
Under Secretary to Government.

No. $\frac{4738}{69}$.

DEPARTMENT OF REVENUE AND AGRICULTURE (METEOROLOGY),
CALCUTTA, *16th November* 1894.

From E. D. MACLAGAN, Esq., C. S., Under Secretary to the Government of India, to the CHIEF SECRETARY to the GOVERNMENT of Bombay.

SIR,—With reference to your letter No. 3729, dated the 4th ultimo, I am directed to convey the sanction of the Government of India to the inclusion of Ahmednagar in the list of stations from which reports are published in the Bombay Daily Weather Reports and Charts. The cost of the telegrams will be met by the Meteorological Reporter to the Government of India from the Budget provision under this head.—I have, &c.,

E. D. MACLAGAN, Under Secretary.

APPENDIX DD.

RATES OF RAILWAY FREIGHT ON COTTON.

BOMBAY CHAMBER OF COMMERCE, 23*rd January* 1895.

The GENERAL TRAFFIC MANAGER, G. I. P. Railway, Bombay.

DEAR SIR,—Some of the members of the Chamber—leading exporters of cotton—have called the attention of the Committee to the adverse rates of freight on cotton from various up-country stations to Bombay as compared with Calcutta, whereby, as they allege, Calcutta is enabled to attract considerable supplies which, in the ordinary course of trade, ought to come through and be exported from Bombay. I append a list showing the leading stations which have been instanced in this connection, and I am directed to call your special attention to same in the hope that you may be able to see your way to making such reductions in rates as would bring Bombay into more favourable competition with Calcutta.

2. In the case of Agra, it will be noticed that whereas the distance to Bombay is 847 miles, and to Calcutta 841 miles, the rates per maund are respectively, Rs. 1-5-6 and Rs. 1-0-7; to Aligarh the distance from Bombay is 898 miles as compared with 877 miles to Calcutta, and the respective rates are Rs. 1-5-7 and Rs. 1-1-9; to Hatras the distance from Bombay is 878 as against 857 miles to Calcutta, the rates being Rs. 1-4-0 and Rs. 1-0-11 respectively; while in the case of Delhi, which is only 888 miles from Bombay, as compared with 934 miles to Calcutta, the rate is Rs. 1-7-0 as against Rs. 1-3-1.

3. My Committee are informed that it frequently happens that Bombay exporting firms have to ship their cotton *via* Calcutta instead of *via* Bombay owing to the differential railway rates in favour of the former place, and it seems to my Committee that the comparisons given call for your special attention and revision.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *23rd January* 1895.

The GENERAL TRAFFIC MANAGER, B. B. & C. I. & R. M Railways, Bombay.

DEAR SIR,—Some of the members of the Chamber—leading exporters of cotton—have called the attention of the Committee to the adverse rates of freight on cotton from various up-country stations to Bombay as compared with Calcutta, whereby, as they allege, Calcutta is enabled to attract considerable supplies which, in the ordinary course of trade, ought to come through and be exported from Bombay. I append a list showing the leading stations which have been instanced in this connection; and I am directed to call your special attention to same in the hope that you may be able to see your way to making such reductions in rates as would bring Bombay into more favourable competition with Calcutta.

2. In the case of Agra, it will be noticed that whereas the distance to Bombay is 847 miles and to Calcutta 841 miles, the rates per maund are respectively, Rs. 1-5-6 and Rs. 1-0-7; to Aligarh the distance from Bombay is 898 miles as compared with 877 miles to Calcutta and the respective rates are Rs. 1-5-9 and 1-1-7; to Hathras the distance from Bombay is 878 as against 857 miles to Calcutta, the rates being Rs. 1-4-0 and Rs 1-0-11 respectively; while in the case of Delhi, which is only 888 miles from Bombay, as compared with 934 miles to Calcutta, the rate is Rs. 1-7-0 as against Rs. 1-3-1. But a still more adverse comparison is to be found in Jeypore which, for a distance of 697 miles from Bombay, bears a charge of Rs. 1-3-10 as compared with 992 miles to Calcutta, with a charge of only Rs. 1-5-0 per maund.

3. My Committee are informed that it frequently happens that Bombay exporting firms have to ship their cotton *via* Calcutta instead of *via* Bombay owing to the differential railway rates in favour of the former place, and it seems to my Committee that the comparisons given call for your special attention and revision.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 3642.

GREAT INDIAN PENINSULA RAILWAY COMPANY,
GENERAL TRAFFIC MANAGER'S OFFICE,
BOMBAY, *7th February* 1895.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I have received your letter of the 23rd ultimo, calling attention to the rates from various up-country Stations to Bombay as compared with Calcutta.

The matter shall have careful consideration, and in the meantime I beg to point out to you that from several of the places you mention, the distance is shorter to Calcutta than it is to Bombay, and also that the rates to these places are not in the hands of this Company alone. Other Railways are interested, the East Indian being one.

The route to Calcuttais in their own hands entirely for most of the places referred to, and, of course, they are not very likely to help to send traffic to Bombay against their own route.

I do not, however, wish at present to express any opinion, and I only mention these things to show that it is not altogether a case which the G. I. P. can of themselves control.—Yours, &c.,

HENRY CONDER, General Traffic Manager.

No. G-3783 OF 1895.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
(INCLUDING) RAJPUTANA MALWA RAILWAY.
GENERAL TRAFFIC MANAGER'S OFFICE,
BOMBAY, 12*th March* 1895.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In continuation of my No. G-3517, dated 7th instant, I beg to state that on a consideration of the figures showing the amount of business actually done in export of cotton from Bombay and Calcutta respectively during the last two calendar years, it appears to me doubtful whether existing rates can have operated in any way to the disadvantage of this port. In 1893 and 1894 the number of bales shipped from Bombay to Europe has been over eleven times the number shipped from Calcutta. Calcutta has practically exported *no* cotton to China and Japan, while Bombay has sent nearly 220,000 bales to the Far East and 90,000 bales to Calcutta itself.

It must be known to your Chamber that it is not possible in all cases to make rates proportionate to precedents which may be quoted. Railway enterprise would, I fear, be at a stand still if it were subject to such a condition.

Concerning the concluding portion of your letter, the figures I have quoted above, will, I trust, satisfy you that no serious diversion of traffic to Calcutta can have taken place. I have indeed some difficulty in believing that any diversion can have occurred in consequence of the rates, and if there have been cases in which Calcutta has drawn cotton properly belonging to Bombay, I suspect they have been due to some other cause.

The representations of the Chamber will be borne in mind, and it may rely upon Bombay's being fairly treated should a revision of rates be considered desirable.—Yours, &c.,

I. O'CALLAGHAN, General Traffic Manager.

APPENDIX EE.

RATES CHARGED BY THE PORT TRUST ON IRON AND STEEL IMPORTED INTO BOMBAY.

BOMBAY CHAMBER OF COMMERCE, 27*th September* 1894.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I am directed by the Committee of the Chamber to draw the attention of the Port Trustees to, in their opinion, the unduly differential charges levied on imports of Iron and Steel respectively, which, in their opinion, call for revision and correction.

2. As the Trustees are no doubt aware, under modern methods of manufacture, Iron and Steel have, in many descriptions, come so closely together in quality and value that except in name only it is exceedingly difficult to draw a dividing line, and certainly so far as the Trustees are concerned they may for all practical purposes be treated as one and the same. The current bazaar quotations, for instance, for Iron and Steel bars and Bundles respectively are :—

Bars—		
Belgian No. 2 Iron...	...Rs.	93 per ton.
Basic Steel do. ...	... „	98 „
Bundles—		
Belgian No. 2 Iron...	...Rs.	96 per ton.
Basic Steel do. ...	... „	105 „

Seeing this, my Committee cannot reconcile the different charges under items No. 210 and No. 348 in the Trustees book of rates. Under the former, bar, hoop, pig, rod, scrap, sheet, band, angle, T. and old Iron, and steel Hoops are charged at Rs. 1-2-0, while under the latter, steel, apparently of all descriptions, is charged at Rs. 1-8 per ton.

2. Then on page 21 " Rents" under the head of imports B, the descriptions classified under item No. 210 only are allowed the special terms as regards rent which this clause

grants, thus relegating other descriptions of steel, not specially exempted, to the less favourable terms allowed under clause A. My committee consider that clause B, as amended by Circular No. 20, should be altered to include item No. 348 as well as No. 210 excepting only fagot, spring or octagon steel.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 4447.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, BALLARD ROAD,
BOMBAY, 22*nd November* 1894.

To the SECRETARY, CHAMBER of COMMERCE.

SIR,—Your letter dated 26th September 1894 was considered by the Trustees at their meeting of 13th instant, and I am directed to forward herewith copy of their Resolution No. 352 from which you will see that they have given effect to the Chamber's proposal.

The sanction of Government is required to the proposed changes and this is being applied for.—I have, &c.,

F. G. DUMAYNE, Secretary.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, BALLAND ROAD.

Excerpt from the proceedings of a meeting of the Trustees of the Port of Bombay, held on the 13th November 1894.

4. Submitted letter from the Secretary to the Chamber of Commerce, dated 26th September 1894, stating that under modern methods of manufacture, iron and steel have, in many descriptions, come so closely together in quality and value that except in name only it is exceedingly difficult to draw a dividing line, and so far as the Trustees are concerned these articles may, for all practical purposes, be treated as one and the same; that the current bazaar quotations for iron and steel bars and bundles respectively are—

Bars—			
Belgian No. 2 iron	...Rs.	93	per ton.
Basic steel do.	... „	98	„
Bundles—			
Belgian No. 2 iron	...Rs.	96	per ton.
Basic steel do.	... „	105	„

that his Committee cannot reconcile the different charges under items 210 and 348 in the Trustees' book of Dock rates; that under the former bar, hoop, pig, rod, scrap, sheet, bands, angle, T, and old iron, and

steel hoops, are charged at Rs. 1-2-0, while under the latter, steel apparently of all descriptions is charged at Rs. 1-8-0, per ton ; that on page 21 of the same book under the head of " Rents," Imports, clause B, the descriptions classified under item 210 only are allowed the special terms as regards rent, which this clause grants, thus relegating other descriptions of steel not specially exempted to the less favourable terms allowed under clause A ; and that his Committee consider that clause B, as amended by circular No. 20, should be altered to include item 348 as well as item 210, excepting only fagot, spring or octagon steel.

Submitted memo. from the Docks Superintendent, No. 8448, dated 25th October 1894, reporting that the different headings under which steel is at present classified causes considerable difficulty to the public as well as to the Dock Officials in adjusting dock charges on steel ; and recommending that steel should come under the same charges as iron and be accorded the same privileges as clause " B," under circular No. 20 of 26th November 1892, confers on item 210, item 348 being added to it and the following words struck out, *viz.*, steel other than fagot, keg, spring or octagon, and that iron and steel be charged at one wharfage rate, namely, Rs. 1-3-0 per ton.

Submitted proceedings of the Finance Committee, advising that the rate for iron be not raised, but that iron and steel should be classed together under item 210 at the rate of Rs. 1-2-0 per ton, excepting fagot, keg, spring and octagon steel, which should be charged Rs. 1-8-0 under item 348 as at present, and that all steel other than fagot, keg, spring and octagon should have 9 free days as now allowed for iron and mild steel.

The papers having been circulated were not read.
Read Trustee's minutes thereon.

RESOLUTION No. 352.—The recommendations of the Finance Committee are approved, and the sanction of Government to the necessary alterations in the schedule of rates and rules should be applied for.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

APPENDIX FF.

BOMBAY PORT TRUST BUDGET ESTIMATES.

MEMORANDUM ON THE BUDGET ESTIMATES, 1894-95.

THE estimates of Receipts and Expenditure for the year 1894-95 are herewith submitted as required by Section 52 of the Port Trust Act, 1879.

In preparing these estimates the Chairman has had the valuable assistance of a Special Committee consisting of Messrs. A. F. Beaufort, J. L. Symons and Vizbhucandas Atmaram.

CAPITAL ACCOUNT.

Under the head Capital Account a total expenditure of Rs. 11,35,467 is provided for thus :—

	Rs.
Section I, Prince's Dock	... 1,01,083
„ II, Victoria „	... 2,78,988
„ III, Merewether Dry Dock ...	... 2,597
„ IV, New Works ordinary ...	... 7,52,799
	11,35,467

To this Rs. 56,676 have to be added for share of Engineering Establishment, which amount (together with Rs. 2,097 debitable to Depreciation Account Works) is shown as a receipt under interest and miscellaneous (page 8 of the Budget) and again under Revenue Expenditure, to be transferred to Capital at the end of the year (page 11). The total estimated Capital Expenditure is thus Rs. 11,92,143.

Of the amount Rs. 11,35,467, Rs. 2,78,988, on account of the Victoria Dock, is to be met from the unexpended balance of the sanctioned loan, to be provided by Government, and the balance, Rs. 8,56,479, it is proposed, shall be met as follows :—

	Rs.
From Receipts on Capital Accounts	6,117
„ Estimated Revenue Surplus	12,900
„ Fixed Annual Revenue Surplus	60,054
By fresh Loan	7,77,408
	Rs. 8,56,479

The sanction of Government to raise a fresh loan of Rs. 10 lakhs has already been received but does not provide specifically for the projected outlay on the Upper Storey to K Shed, Prince's Dock (Rs. 1,00,000) or for that on sheds for the accommodation of rail borne goods (Rs. 1,50,000). For the time being, however, the borrowing powers afford-

ed by this sanction are ample and will certainly suffice for at least the year 1894-95. The expenditure will, as far as possible, be met from cash balances without resort to borrowing.

The following is a brief explanation of the provisions under each section of the Capital Account side of the Budget :—

CAPITAL ACCOUNT.—SECTION I.

Prince's Dock Upper Storey to K. Shed.—The provision is designed to meet the growing requirements of the coasting trade which is accommodated at the east wall of the Prince's Dock. Last year the space between two of the existing sheds was covered in and has afforded some relief, but more covered space is still required to enable both the inner and outer berths in this position to be worked to the full advantage. The only feasible way of providing this is by adding upper floors to the existing sheds. These are proved to answer well in other parts of the dock and it is proposed in the first instance to deal with the most northern shed (K) in this way, whereby additional space to the extent of 27,000 square feet, of which about 24,300 square feet will be covered, will be made available. It is also proposed to relieve the pressure of traffic at the N. E. corner of the dock by removing buildings which are now in the way, and possibly also by moving the boundary fence of the dock further north.

CAPITAL ACCOUNT.—SECTION II.

Victoria Dock.—The expenditure under this head, to be met from the balance of the sanctioned loan, includes a new shed on the east wharf (No. 14) and the deepening of the south channel. Both works were included in the Budget for 1893-94 ; the former was deferred as the returns from the berths concerned were not sufficient to justify further expenditure on shed accommodation. The provision is now repeated as in the event of the Karachi trade resorting to the dock walls, or a large increase in the trade with Bhownugger, it may prove necessary to provide covered shelter for goods.

Work on the deepening of the south channel has so far progressed slowly and tentatively. The surveys made during the past year, however, confirm the view that deepening and enlarging the south channel, as proposed will almost certainly greatly lessen the work to be performed annually in dredging. The divers are at present employed on the Ballard Road pier work, and in the meantime further surveys have been ordered before a conclusion is drawn, or estimates for a specific scheme of work are prepared, and it is probable that operations on a large scale will not be attempted until after the monsoon of 1894. The Budget provision of Rs. 2,00,000 is therefore ample.

The other items under this head are book adjustments of a proportion of the cost of stores department and workshops.

CAPITAL ACCOUNT.—SECTION III.

Merewether Dry Dock.—A permanent latrine is required in connection with the dry dock as those in connection with the wet dock berths are at some distance and when vessels with large crews are in the dry dock temporary conveniences have to be erected at a considerable cost.

Capital Account.—Section IV.

New Works Ordinary.

Item 1.—*Ballard Road Pier.*—The new landing pier for passengers in extension, eastwards, of Ballard Road, comprising a pier 350 feet in length and 60 feet wide, with an arm or break-water 200 feet in length running due north, which will afford a convenient and sheltered landing place at all seasons of the year with a minimum depth of 9 feet of water, was commenced in September 1893 under contract with Messrs. Bulkley & Co. The contract time for the completion of the work is 21 months, so that the pier will be ready for use by June 1895. The provision made is for the estimated expenditure in the official year 1894-95.

Item 2.—*Approach to Wadi Bunder Overbridge.*—The Budget for the current year included provision for the south approach to the proposed Wadi Bunder Overbridge, which it was agreed the Trustees should make as their contribution towards the cost of this very important link in the through communications from north to south along the Eastern side of the island, the bridge itself being paid for by the Railway Company, and the north approach by the Municipality. Discussion of certain details were in progress until June, and, thereafter, in August, the Trustees re-opened the question of the construction of the road northwards in extension of the bridge, as a part of the scheme. It appeared that this was, in fact, part of the understanding on which the Government of India had ultimately agreed to Guaranteed Railway Capital being spent on the bridge, and it was considered that the proposal to build the bridge and approaches alone, terminating on the north in a narrow and crooked lane (Lawrence de Lima Street), would be a departure from the agreement with Government, and would in itself be an inadvisable step, seeing that the expenditure involved (Rs. 8¼ lakhs) would, in such case, afford no relief to the through traffic, which for ¾ mile on the north, would still be confined to a narrow street in some places not more than 13 feet wide.

The Trustees had, moreover, decided to undertake the construction of a 60 feet road in further extension of the Mazagon Road, northwards, through their Mazagon, Tank Bunder and Frere lands properties, and in connection therewith to open out two main east and west roads: one on the south, in extension of the Victoria Road, to run right on to the Bunders, and the other on the north, in extension of the new Connaught Road. It became, therefore, a matter of additional importance to their interests to secure the construction of the intervening link so as, in connection with the existing Frere Road, to provide a wide through direct line running from Elphinstone Circle, past the docks, and along the Bunders, to the Kala Chowkey on the Sewree Road at Chinchpokli, and serving in addition the numerous Mills in Mazagon and Chinchpokli, whose manufactures are exported through the docks, and which have now no direct means of communication therewith, except by a devious route through the crowded thoroughfares of the native town.

In these circumstances, the Trustees submitted a proposal to the effect that in the event of the Municipal Corporation agreeing to

undertake the through road, 60 feet wide, from the north abutment of the proposed Wadi Bunder Bridge to the Trustees' boundary at Mazagon, either immediately, or in time to complete it simultaneously with the bridge, and, also, to similarly undertake the short portion of the Victoria Road extension outside the Trustees' boundary, the Trustees would agree to provide the land for and construct the southern approaches to the bridge, including the low level roads, and *in addition* to make over to the Municipality a plot of ground required by them at Tank Bunder for a Mahomedan Burial Ground, free of charge. The area of the plot in question is 30,287 square yards, and its value is estimated at Rs. 1,51,430. The contribution was fixed on the basis of the Trustees sharing equally with the Municipality in the cost of the whole length of road extending from the south end of the Bridge to the Kala Chowki on the Sewri Road. The offer is unquestionably a very liberal one, and is perhaps more than the Trustees' interests fully warrant, seeing that the receipts from their properties on the north are very largely comprised of wharfage fees on country goods (hay, bones, timber, firewood, kerosine oil, sand, chunam, bricks and tiles) and rents from the temporary storage of those goods, which receipts will not be affected by the construction of the road, and that after deducting for such storage space, only a comparatively small area will remain available for building sites with frontages.

The offer was made in September last, and up to date the matter is still under the consideration of the Municipality.

Anticipating the early settlement of the question on the basis set forth provision is made in the Budget 1894-95 under *Item* 2 for the south approaches to the Wadi Bunder Bridge and under *Items* 3 and 4 for the portion of the through road traversing the Port Trust Mazagon property, and the Port Trust Section of the Victoria Road Extension.

The section of the through road traversing the Port Trust Tank Bunder, and Frere lands properties, and the Connaught Road extension, have been made by the Trustees in the current year.

Items 3 and 4 see above.

Item 5, *Reclamation of plot B. at Tank Bunder, west of new road and north of Tank Bunder road, including cross roads on ditto.*

Item 6, *Making road (Q. R.) and Levelling sites (Plots* 1, 2, 5, 7, 8, 10 *and* 11) *at Mazagon, east of the through road.*

Item 7, *Reclamation of plot H. at Mazagon south of Victoria Road extension and east of through road.*

Item 7, *Levelling plot* 9 *at Mazagon and laying out roads (E. F.)* east of *through road.*

Item 8, *Reclamation of plot G. at Mazagon east of the through road.*

These works are parts of a scheme of improvement to the Trustees' properties on the north designed to afford increased facilities for trade and to fit the lands for buildings with regular lines of road frontage. Considerable progress has been made with the scheme in the current and previous year, and the early completion of the items specified is very desirable. The sanitation of the properties will be greatly improved and the wharf and storage space for timber, &c., will be increased and improved.

Item 9, *New Coal Wharf at Saw Mills.*—The Budget for 1893-94 included provision for a large expenditure on improvements in the facilities for landing and storing goods at the Frere lands estate which is extensively used as a coal depot. It was explained that the project was in a forward state and would shortly be submited for the consideration of the Trustees. On examination, however, it was found that such a scheme, if designed to fully meet requirements, would be very costly both to construct and to maintain, and it was decided as an alternative to adapt the Saw Mills property at Tank Bunder, the leasehold of which the Trustees have recently purchased, to the purposes of a coal wharf and Coal Storage Depot. It is estimated that for an outlay of Rs. 2,00,000 it will be possible to satisfactorily meet the requirements in this way without any large expense in subsequent maintenance. The proposed wharf will be 700 feet in length and will be supplied with jetties at frequent intervals for landing coal. The depth of water will be sufficient to admit lighters drawing 7 feet at every high tide throughout the year. The corresponding depth available at the present Bunders on the north is not more than 4 feet and the improvement in this respect will be very material. The storage space immediately adjacent to the wharf will be sufficient for 68,000 tons of coal. The scheme has been approved by both the Chamber of Commerce and Millowners' Association. Plans and detailed estimates are now in preparation, and provision is made for an expenditure of Rs. 1,00,000 on the work in 1894-95.

Item 10, *New Anchor Hoy.*—The existing vessel used for this purpose was built in 1857 and is now worn out and past any permanent repair. It is proposed to procure a new vessel capable of rising heavy weights and adapted to the work of, on occasion, lifting the dock gates for repairs. The cost will be met partly from the depreciation fund, which has accumulated, and partly from the sale proceeds of the old vessel—and the balance will be charged to Capital the former vessel not having been so charged.

Item 11, *Revenue Office at Frere Reclamation.*—The proposed building will provide office accommodation and a residence for the clerks in charge of the traffic at the Frere Canals and Sewri Bunders. The office and establishment are now located in old buildings which are inconvenient in situation, insufficient in space, and not as healthy as is desirable.

Items 12, *Fire Service Equipment;* 13, *Lightning Conductor;* and 14, *Masonry trough for waste water,* are small works in connection with the administrative offices and require no special notice.

Item 15, *Making Roads and Drains at Sassoon Dock New Reclamation.*—The provision under this item is for completing and laying out a reclamation south of the Sassoon Dock effected by the Trustees some years ago and which has been extended by spoil which the contractors for the Government Wet Dock were allowed to deposit there. The site is now partly let on sufferance, and when laid out as proposed will be available for more permanent occupation.

Item 16.—*Manson Road Extension.*—This is part of the scheme for laying out the Elphinstone estate, which it is proposed to undertake now, at the request of the Commissioner of Police, as a means of regulating cart traffic and relieving pressure at one of the level crossings on the Frere Road.

Item 17.—*Sewering Apollo Reclamation.*—The provision under this head is for the completion of the section of the Municipal scheme for the sewerage of Colaba, comprised within the limits of the northern half of the Apollo Reclamation, east of the Colaba Causeway, and includes a complete system of pipe sewers along the lines of the existing, and proposed roads, on that property. The southern half, comprising the Trustees' Cotton Green, is not included, as it is obviously not necessary to sewer it so long as it is used only for cotton storage. The work was sanctioned in June last and is being carried out by the Municipal establishment on behalf of the Trustees as a part of the general scheme.

Item 18.—*Roads on Apollo Reclamation.*—The sewerage of this district having been arranged for, and the Trustees having also decided to grant a material concession to intending lessees by the remission of the rent charge for the period during which a building is under construction, further occupation of vacant sites in this locality may be looked for. With this in view provision is made for the completion of the scheme of roads for laying out the area. The scheme comprises a 50 feet road, running along the Harbour frontage, with cross roads communicating therefrom to the Colaba Causeway.

Item 19.—*Sheds for the accommodation of rail-borne goods.*—In the Memo. which prefaced the Budget for 1893-94, it was mentioned that provision had been made for an open shed in the west wharf of the Victoria Dock to provide for an important development of the system of direct shipment of grain from up-country. This shed, which was completed in June 1893, has been of great use, and the method of direct shipment, which it was designed to serve has been largely followed—the total shipments in the 10 months ending 31st January 1894, having been 59,408 tons. Provision is now made for the erection of similar sheds in connection with sidings outside the Dock limits, to, and from which produce can be railed direct, and which will be used as depots, as the Ryan Grain Markets, and other Godowns, now are. The effect will be the saving of cartage, which will lessen the charge for handling produce, and it is hoped, that with the co-operation of the Railway Company, it may be possible to arrange the scale of charges and rents on such a basis as to afford the trade almost the full advantage of the saving. The matter is still under the consideration of the Trustees, and the Budget allotment is accordingly, only provisional.

REVENUE ACCOUNT.

The revenue from all sources is estimateed at	...Rs.	48,09,400
The expenditure which includes Rs. 1,00,000 for the reduction of debt, Rs. 92,422 for Sinking Fund charges on the Victoria Dock loan and Rs. 1,00,334 for the depreciation of plant of all kinds is estimated at	... ,,	47,96,500
Leaving a surplus of	...Rs.	12,900

REVENUE RECEIPTS.

The revenue receipts estimated at Rs. 48,09,400 compare with previous years as follows :—

Rs. 48,47,423 Actuals...	...1891-92
,, 45,17,321 ,, ...	...1892-93
,, 47,11,110 Budget	...1893-94
,, 46,78,553 Actuals Calendar year	...1893.

But to admit of a correct comparison (see explanation on the same subject under Revenue Expenditure), it is necessary to eliminate the Book credit for "Engineering Establishment to be transferred to new works at the end of the year," and the comparision then stands as follows :—

Rs. 48,07,424	... Actuals 1891-92
,, 44,55,073	... ,, 1892-93
,, 46,71,733	... Budget 1893-94
,, 46,56,305	... Actuals Calendar year 1893
,, 47,50,627	... Budget 1894-95.

The increase estimated for is very moderate : as compared with the actuals for the Calendar year 1893, it is Rs. 94,322, of which Rs. 12,185 is drawn from the Depreciation Fund, and Rs. 14,757 is owing to the change in the trooping arrang ments. Moreover, the receipts for the official year 1893-94, on the basis of the actuals up to 20th February, are known to be Rs. 39,181 better than those of the Calendar year so that a net increase of only Rs. 28,199 is estimated for on items in regard to which there is any element of uncertainty.

The following is a brief explanation of the basis on which the estimates have been framed under the several heads :—

Bunder Properties.—The estimate is Rs. 18,19,000

as compared with :—Rs. 19,01,219 actuals	...1891-92
,, 17,78,232 ,,	...1892-93
,, 18,66,000 Budget	...1893-94
,, 17,44,258 actuals for Calendar year 1893.	

The increase as compared with the actuals for the Calendar year 1893 is Rs. 74,742, of which Rs. 14,757 is on account of receipts from Tolls on Troops, it having been decided by Government that for the present, with effect from next season, Troops shall use the Bombay route exclusively instead of part going to Karachi as in the past 2 years : Rs. 31,296 is on account of anticipated increased receipts from ground rent, due partly to new leaseholds temporary and otherwise, of which the Trustees have cognizance, and partly to certain of the leaseholds which have been current for some years falling under an increased scale of rents. Allowance is also made for a small addition to the

receipts on account of fresh applications for leases. The balance of the increase is in the item warehouse receipts, which are taken at Rs. 1,90,000, as against Rs. 1,81,759, the actuals in 1892-93, and Rs. 1,62,232, the actuals in 1893. The increase is warranted by the state of the stocks which, it is considered, have reached so low a limit that they must now increase—a larger increase would have been taken credit for, but for the uncertainty of exchange. Under other heads of this section the receipts have been estimated on the basis of the actuals during the Calendar year 1893.

Wet Docks.—The estimate is Rs. 23,90,000
as compared with :—Rs. 23,68,387 Actuals ...1891-92
„ 21,62,786 „ ...1892-93
„ 22,07,000 Budget ...1893-94
„ 23,51,418 Actuals for Calendar year 1893.

The estimate has been carefully framed on the basis principally of the actuals in the Calendar year 1893, allowance being made for a probable falling off under machinery, and seeds, and for increases under coasting trade, and in grain, and cotton, which the circumstances seem to fully justify.

Merewether Dry Docks.—The estimate is Rs. 1,00,000
as compared with ;—Rs. 80,154 Actuals...1891-92
„ 97,825 „ ...1892-93
„ 1,10,000 Budget...1893-94
„ 71,876 Actuals for Calendar year 1893.

The Trustees have recently reduced the scale of charges for large vessels, and it is anticipated that when this is generally known the dock will be more extensively used than in the past Calendar year, and that the receipts may be set at slightly more than the Actuals in 1892-93.

Port Fund Account.—The estimate is Rs. 1,50,000
as compared with :—Rs. 1,55,252 Actuals...1891-92
„ 1,53,860 „ ...1892-93
„ 1,49,000 Budget...1893-94.
„ 1,56,355 Actual Calendar year 1893.

The decrease as compared with the Calender year 1893 is due principally to an anticipated decrease under Fines and to no refund being anticipated on account of the salary of the Health Officer of the Port and Harbour Police.

Interest and Miscellaneous.—The receipts estimated are less than in the Calendar year, owing to the credit realised in the latter from interest on the 61 lakh loan placed with the Bank on fixed deposit pending its repayment to Government, and to the receipts from interest on investments being less which is accounted for by the withdrawal of a sum to cover the deficit of the year 1892-93, and the transfer of a further sum to form a Fire Insurance Fund. On the other hand there is an increase in the book credit for Engineering Establishment proportionate to the increased expenditure proposed on Capital Account works.

Pilotage Account.—The receipts are based principally on the actuals of the calendar year 1893.

Revenue Expenditure.

The entire revenue expenditure is estimated at Rs. 47,96,500
as compared with :—Rs. 46,61,071 Actuals 1891-92
„ 46,72,927 „ 1892-93
„ 46,95,885 Budget 1893-94

The figures for 1891-92 include no charge for the Victoria Dock Loan Sinking Fund which became payable from the second half of 1892-93, and is included in that and the following years at

Rs. 44,931 Actuals 1892-93.
„ 90,862 Budget 1893-94.
„ 92,422 „ 1894-95.

For purposes of comparison the above figures are greatly complicated by the system of dealing with the charges for Engineering Establishment. The total charge under this head is apportioned to the several sections of the Budget in proportion to outlay which is of course correct, but the proportion debitable to outlay under Capital works and under Depreciation is shown in the Budgets as a credit under Revenue and a debit to Revenue Expenditure under general charges. In the accounts both these entries disappear and the charges are shown correctly under the heads to which they appertain. Obviously the system of budgetting for this item is inconvenient because in a year when the outlay on capital or depreciation is considerable the Revenue side of the Budget is swollen proportionately and the Revenue Expenditure is similarly swollen by a fictitious debit.

It will be convenient therefore to eliminate these charges altogether and the comparison then stands :—

Rs. 46,21,072 Actuals 1891-92.
„ 46,50,679 „ 1892-93.
„ 46,56,508 Budget 1893-94.
„ 47,37,727 „ 1894-95.

Comparing the Budget 1894-95, 1st with the actuals 1892-93, the increase is Rs. 87,048, and 2nd, with the Budget 1893-94, the increase is Rs. 81,219, which amounts are comprised as follows :—

		In comparison with :—			
		Actuals 1892-93.		Budget 1893-94.	
		Increase.	Decrease.	Increase.	Decrease.
		Rs.	Rs.	Rs.	Rs.
1 General Charges	Excluding items 11, 12, 13 and 14 shown separately below.	9,288	.....	4,512	.....
2 Bunder Properties		17,709	.....	20,074	.....
3 Prince's and Victoria Docks		75,486	.....	41,212	.....
4 Mercwether Dry Dock		.....	10,515	.....	2,574
5 Rents		3	.....	.....	.....
6 Port Department		.....	14,215	1,153	.....
7 Interest		.....	38,681	1,694	.....
8 Sinking Fund		47,491	.....	1,560	.....
9 Depreciation Fund		14,616	.....	3,888	.....
10 Pilotage Account		.....	3,597	.....	11,363
11 Municipal Taxes		.....	2,705	7,297	.....
12 Clothing to peons		.....	578	4,828	.....
13 Engineering Chargeable to Revenue.		.....	24,214	.....	7,902
14 Exchange Compensation		16,900	.....	16,900	.....
Total		1,81,493	94,445	1,03,058	21,839
		94,445	.....	21,839	.....
Net increase		87,048	.....	81,219	.....

General Charges.—The increase in both cases is owing to the increased charges for provident fund, and pensions, and for salaries to the establishment due to the increments which have accrued by length of service. The contributions to Provident Fund have increased since 1892-93 from Rs. 36,553 to Rs. 42,000 or by Rs. 5,457 and pensions which cost Rs. 7,109 in 1892-93 are estimated in 1894-95 at Rs. 8,678. There has been no addition to the strength of the establishment under this head in either year.

Bunder Properties.—Rs. 10,000 of the increase under this head in both cases is due to the special grant provisionally allotted for the clearance of the Frere canals which have silted considerably. The balance of the increase is partly due to the accrual of increments in the salaries of the permanent staff, and to the appointment of an Assistant Superintendent of Warehouses, and the revision of the Subordinate Establishment in that department. As compared with 1892-93 there is a further increase of Rs. 8,757 on account of Repairs, &c., of Flotilla which was transferred to the head Revenue Expenditure, with effect from 1893-94, and as compared with 1893-94 there is a further increase of Rs. 8,000 due to the usual provision for dredging the Sassoon Dock which has to be done every two years and was included in 1892-93 but not in 1893-94.

Prince's and Victoria Docks.—The large increase in the expenditure under this head is principally in items which are dependent on the amount of the traffic, and as an increase under the receipts due to the expansion of traffic has been taken credit for it follows that the expenditure has to be proportionately increased. This applies to the following items :—

	Increase as compared with :—	
	Actuals 1892-93.	Budget 1893-94.
Payments to Hamallage Contractors.....	28,605	23,000
Hydraulic Machinery	23,763	2,086
Temporary Establishment	—2,519	6,000
Repairs and renewal of traffic gear	4,569	5,031

This accounts for the greater portion of the increase in both cases. As compared with 1892-93 there is a further increase in contingent works of Rs. 5,074 (Tram plates on wharves and covering in gates) and of Rs. 2,012 in the provision for scavenging the docks. The balance is explained by the operation of the rules for incremental salaries, and by the increase sanctioned in the Gate Staff with a view to greater security and more efficient performance of the important check exercised, more particularly, on deliveries of import cargoes.

The provision for dredging the Docks and channels, Rs. 2,25,000, is the same as in the past year, and Rs. 1,162 more than the expenditure in 1892-93. A smaller provision would have been made but an increase in the price of coal has been allowed for.

Merewether Dry Dock.—The decrease as compared with 1892-93 is principally owing to the charge that year on account of certain non-recurring items of expenditure, to a smaller provision for depreciation, the allowance in 1892-93 being considered larger than necessary, and

to less provision under the head payments to sub-contractors in anticipation of a revision of the contract. The decrease as compared with the Budget 1893-94 is on account of the last mentioned cause and to the anticipated gross receipts being smaller than was estimated in that year.

Port Department.—The decrease as compared with 1892-93 is owing to the expenditure incurred in that year for new burners for the lighthouses. The small increase as compared with the Budget 1893-94 is accounted by the provision for Trustees' share of the establishment of the Health Officer of the Port which is Rs. 10,431 against Rs. 9,427 in the previous year.

Interest.—The saving as compared with 1892-93 is principally due to the conversion of the 61 lakh Prince's Dock 4½ loan into a 4 per cent. debenture loan and to the reduction of interest-bearing debt by credits from surplus revenue and from sales and transfers of land. The small increase as compared with the Budget for 1893-94 is on account of the further advance for the completion of the Victoria Dock works.

No increase is allowed for on account of the fresh loan works now in progress, as the outlay will be met from cash balances until probably late in the year.

Sinking Fund.—On account of the Victoria Dock loan the sinking fund charge as already explained commenced from 1892-93, and the accounts of that year included one half yearly payment only. The Budget for 1893-94 and 1894-95 each include two half yearly payments and the amount is larger in the latter year because of the further expenditure incurred on the works in the interim.

Depreciation Funds.—The outlay from this source is larger than in either 1892-93 or 1893-94 on account of the provision for a caisson for the 55 foot entrance to the Prince's Dock to allow of the removal of the gates for repairs, and to save the recurring expense of a temporary dam when the gates require repair.

Pilotage.—The expenditure balances the receipts, the surplus, if any, being carried to the credit of the Fund for the Replacement of Schooners. In 1894-95 it is estimated that there will be no surplus. In 1892-93 the Pilot's share of earnings was Rs. 1,441 more than estimated in 1894-95 and Rs. 1,893 were carried to the credit of the Replacement Fund. In 1893-94 the Pilot's share of earnings was estimated at Rs. 4,635 more than estimated for 1894-95 and Rs. 5,691 was shown as a credit to the Replacement Fund. The decrease is due to the issue of licenses to coasting vessels. The strength of the Staff will be regulated as far as possible to prevent the pay of individuals being affected.

Municipal Taxes.—The decrease as compared with actuals 1892-93 is on account of arrears paid in that year and the increase as compared with the Budget for 1893-94 is owing to increased taxation for Halalkhor service.

Clothing to Peons.—This is a biennial charge, and appears accordingly as an increase as compared with 1893-94, while a small saving is anticipated on the cost in 1892-93.

Engineering Establishment.—This may now be considered as a whole. The figures are—

		Debitable to Capital. Rs.	Depreciation Rs.	Revenue Rs.	Total Rs.
Actual	1891-92...	37,109	2,890	43,518	83,517
„	1892-93...	19,817	2,431	59,000	81,248
Budget	1893-94...	36,916	2,461	42,658	82,035
„	1894-95...	56,676	2,097	34,756	93,529

The charge to revenue is wholly dependent on the expenditure on Capital Account works which explains the fluctuations shown in the table. The decrease would have been larger but for the increase in the total cost which is due to

	Rs.
Exchange Compensation	4,896
Pay of Masonry Foreman formerly charged to Works...	3,600

and to increments of salary which have accrued and to the revision of the scale of pay of the Staff of upper subordinates and draftsmen.

The total expenditure on works and repairs under the supervision of the Engineer being estimated at Rs. 18,14,750 the charge is at the rate of 5·15 per cent. only. This is extremely low.

Exchange Compensation.—This is of course a new item. The provision is calculated at 1s. 2*d.* Including Engineering Establishment the total cost of the relief thus afforded to non-domiciled employes of the Trust will, at the rate mentioned, be Rs. 21,796.

W. C. HUGHES,
Chairman.

BOMBAY, 20*th February* 1894.

APPENDIX GG.

REDUCTION OF TOWN DUTY ON GRAIN.

No. 24457 of 1893-4.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, 13*th February* 1894.

From H. A. ACWORTH, Esq., C.S., the Municipal Commissioner for the City of Bombay, to J. MARSHALL, Esq., Secretary, Chamber of Commerce.

SIR,—I have the honor to inform you that the Corporation have sanctioned for the year 1894-95 the levy of Town Duty on grain at the reduced rate of 2 annas per candy instead of 4 annas the present rate, the Town Duty on flour will thus at 5 per cent. of the rate on grain fall to 1 anna 6 pies instead of 3 annas. The reduced rates will come into force from 1st April next, and I shall be glad to be favored with the views of the Chamber as to the date from which refunds of Town Duty should be granted at the lower rate. You are aware that under the Municipal bye laws for the granting of refunds the production of import bills in respect of grain exported by sea is not required. In the case of grain exported by rail import bills are required and they serve to fix the date of import and therefore the rate of Town Duty levied and the rate at which it is to be refunded. Three years ago when the duty on grain was raised from 2 to 4 annas a period of 5 days was granted from 1st April for the export of stocks and after that date refunds were granted at the higher rate. Six years ago (viz in 1888) when the duty was lowered from 5 to 2 annas refunds at the higher rate were allowed for 14 days from 1st April. I shall be glad to be favoured with a reply as soon as possible as I wish to notify the date fixed on with the least possible delay.—I have, &c.,

H. A. ACWORTH,
Municipal Commissioner for the City of Bombay.

BOMBAY CHAMBER OF COMMERCE, 16*th February* 1894.

H. A. ACWORTH, ESQ., C.S., Municipl Commissioner for the City of Bombay.

SIR,—I have laid before the Committee of the Chamber your letter No. 24457 of the 13th instant, and in reply I am directed to inform you that the Committtee are of opinion that refunds of town duty on wheat should be granted at the higher rate of annas 4 per candy on all exports by sea, for 14 days after the 1st of April,—such period being, they think, sufficient to fairly work off the probable stocks of grain imported before the end of the financial year.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX HH.

ADDRESS OF WELCOME TO LORD ELGIN.

BOMBAY, 22*nd January* 1894.

To the Right Honourable VICTOR-ALEXANDER BRUCE, Earl of Elgin and Kincardine, P.C., L.L.D., Lord Bruce of Kinloss and Lord Bruce of Torry, in the Kingdom of Scotland, and Baron Elgin, of Elgin, in the United Kingdom, Viceroy and Governor-General of India, Designate.

MAY IT PLEASE YOUR LORDSHIP,—We, the members of the Bombay Chamber of Commerce, beg to offer you a most cordial welcome on your arrival in India, and to tender you our sincere congratulations on your appointment by Her Most Gracious Majesty the Queen-Empress as Viceroy and Governor-General of India.

In assuming that high office, the honoured name which your Lordship bears ensures for you the affection and loyal support of all classes of Her Majesty's Indian subjects, and your recent public utterances, indicating your determination to approach with calm and unbiassed judgment the consideration of the complex questions which the Government of India entails, bespeak the especial good-will of the mercantile community.

Amongst these questions, the most important at the present moment, so far as concerns the material prosperity of the Empire, is undoubtedly the financial situation. With the closing of the Mints to the free coinage of Silver on the 26th of June last, Government committed the country to a policy of great magnitude beset with many and unforeseen difficulties. Respecting the wisdom of that policy, or the reverse, the members of this Chamber as a corporate body do not presume to offer an opinion—it is now on its trial. But as mercantile men they are of necessity aware, as they are the first to feel, the wide-reaching consequences with which all changes of currency are fraught, and they would therefore respectfully counsel the exercise of the most extreme care and the keenest scrutiny of all the possibilities involved before resort to further legislation.

The subject of railway extension in India is one which this Chamber has never lost an opportunity of bringing prominently to the front, and although the main trunk lines which the Chamber has advocated from time to time are now practically completed, a great and important work still remains to be accomplished in the construction and development of feeder lines and short extensions. This is a field which remains almost untouched, not from any difficulty in discovering profitable projects; on the contrary numerous lines have already been proposed regarding the favourable results of which the views of promoters, the commercial public and Government have all been at one. The only obstacle that has stood in the way of the accomplishment of these schemes—and we would respectfully crave your lordship's early consideration of it as a matter of leading importance—has been the terms of concession which the Government of India have been prepared to grant. The question is one which is not without difficulty, and doubtless the Resolution of the Government of India,

Public Works Department, published on 15th September last, is an honest attempt to cope with it; but it is evident from the criticisms which have appeared in the public press and the reluctance shown by home capitalists to avail of them, that the terms and facilities offered are not sufficiently liberal.

The cheapening and extending of telegraphic communication both with Europe and internally is a matter to which merchants and traders attach considerable importance, and of recent years has been the subject of much correspondence between the Chamber and Government. Towards the former we have to cordially acknowledge the sympathetic but unavailable assistance which Government have freely accorded, and beyond which we recognise it is impossible for them to go; but we may, we trust, venture to bring to your Lordship's notice the desirability of reducing the fees for inland telegrams to four annas for "deferred," eight annas for "ordinary," and one rupee for "urgent" messages of the same length for which double these charges are now made. We can well understand in a time of unstable financial equilibrium like the present, Government being loth to part with the surplus profits which the Telegraph Department now earns, but all previous concessions in rates have been followed by an immediate increase in business, and we see no reason to anticipate that the reduction we have suggested would prove an exception.

A special privilege of the Chamber, and one at all times highly prized by its members, is the opportunity afforded them of criticising and proposing legislation in any way relating to commercial matters. Of this privilege the Chamber has freely availed in the past, and hopes to do so as occasion arises in the future; but it speaks well for the cordial co-operation prevailing between the Government and the representatives of the commercial community that at this moment we have no special legislation in the interest of commerce to bring to your Lordship's notice.

We feel assured that this cordial co-operation to which we have alluded will suffer no diminution at your Lordship's hands, and we would conclude by expressing the hope that your Lordship may be preserved in health and strength to support the heavy responsibilities and perform the arduous duties of the high office which you have been called upon to occupy.

With every assurance of our high respect,

In the name and on behalf of the Members of the Bombay Chamber of Commerce,

We have, &c.,

W. R. MACDONELL, Chairman.
A. ABERCROMBIE, Deputy Chairman.
G. A. BARNETT,
N. S. GLAZEBROOK,
G. K. HEINRICHS,
F. C. MACRAE,
J. STIVEN,
M. C. TURNER,
C. G. GIRO,
} Members of Committee.
JOHN MARSHALL, Secretary.

Lord Elgin in reply said:—Mr. Chairman and Gentlemen,—I am deeply obliged to you for your courtesy in waiting upon me and for the kind expressions you have used in the address which has just been read and for your reference to my father's memory. There can be no doubt that the present is a time specially trying to mercantile men in this as in other quarters of the globe, and I can well understand your anxiety to place before me your views upon the problems that seem so urgent. I am all the more grateful to you for recognising the fact, that for me to offer any opinion on the financial position that was not arrived at "with extreme care and keenest scrutiny" would be to forfeit any claim which you are good enough to say that I have to your good-will. In like manner, on questions of the extension of railways and telegraphic facilities, it is obvious that I cannot enter into details, but I must await the information which will no doubt accompany my assumption of the office I am now only approaching. But I think I am entitled, without presumption, to say that my experience at home has not only taught me the value of these facilities, but I know something of the methods by which they become available. Nothing could be more satisfactory to me than to hear you speak, as you have done, of the cordial co-operation of the Government and the representatives of the commercial community. You do me no more than justice in assuming that I shall do all I can to secure its continuance, and I can assure you that any representation from you, as representing the important interests of Bombay, will have my most careful consideration. I should like to take this opportunity of saying how much we were impressed by our reception on Saturday. The beauty of your city and its surroundings and the cordiality of its people we shall never forget.

APPENDIX II.

CONTRACT BETWEEN THE GOVERNMENT OF INDIA AND THE B. I. S. N. Co. FOR THE CONVEYANCE OF MAILS.

BOMBAY STEAM NAVIGATION COMPANY,
BOMBAY, 25*th April* 1894.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We enclose you copies of correspondence with the Government of India regarding making public the contract lately concluded with the British India Company for the conveyance of mails for a period of ten years.

We think that this is a matter that the Chamber should take up—we have ourselves mail contracts with the Government of Bombay—but it would be absurd to represent that there is anything contained in them that it would not be for the benefit of the public or intending competition to know.

You will notice from enclosed newspaper cutting every detail of such information is given to Parliament at Home.

Take for instance the conveyance of the mails between Bombay and Karachi—a secret contract has been made for ten years and the public who pay are not permitted the smallest information as to the terms arranged.

Surely this is a matter that the representation of the Chamber in the Legislative Council should take up if the information is withheld from the Chamber.—We are, &c.,

SHEPHERD & Co.

BOMBAY STEAM NAVIGATION COMPANY,
BOMBAY, 1*st March* 1894.

The SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce, Calcutta.

SIR,—We have the honor to ask the Government of India to direct that we may be furnished with a copy of the Mail Contract lately concluded between the Government of India and the British India Steam Navigation Company, Limited.

Copies of such contracts are made public in England and we presume there can be no objection to our being furnished with a copy.—We have, &c.,

SHEPHERD & Co.

No. R/1845.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SIMLA, 12*th April* 1894.

To Messrs. SHEPHERD & Co., Bombay.

GENTLEMEN,—In reply to your letter dated the 1st March 1894, asking for a copy of the mail contract lately concluded between the Government of India and the British India Steam Navigation Company, I am directed to say that the Government of India do not consider themselves at liberty to communicate to the public the details of contracts between Government and private firms.—I have, &c.,

J. E. O'CONOR,
Assistant Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 28*th April* 1894.

Messrs. SHEPHERD & Co., Bombay.

DEAR SIRS,—I have laid before the Committee of the Chamber your letter of the 25th instant with accompaniments, and in reply I am directed to say that while wishful to assist members as much as possible, the Committee are not disposed, in this instance, to address the Government of India on the subject of the B. I. S. N. Company's mail contract. Had you, in the first instance, before writing to Government, addressed the Chamber, the Committee would have had less objection to taking the matter up; but they feel that they would now be merely inviting a similar reply to that already sent you.

With reference to your suggestion that the matter might be taken up by the representative of the Chamber in the Council, I am directed to point out to you that the Chamber has no representative in the Legislative Assembly of the Government of India, and the matter is one which could not be brought before the Legislative Council of the Government of Bombay with any advantage.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX JJ.

INDIAN MERCHANDISE MARKS ACT.

KARACHI CHAMBER OF COMMERCE, 13*th January* 1894.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have the pleasure, by instruction from the Committee, to enclose copy of correspondence passed between the Manchester Chamber of Commerce and this Chamber on the subject of the use of "quality marks" on piece-goods, and to ask you kindly to favor me with an expression of the views of your Committee on the subject.—I am, &c.,

A. CORY, Secretary.

MANCHESTER CHAMBER OF COMMERCE, 21*st December* 1893.

The SECRETARY, CHAMBER of COMMERCE, Karachi.

DEAR SIR,—The attention of the Board of Directors of this Chamber has been drawn to the use of "quality marks" on piece-goods, and to the question of proprietary rights in such marks.

After full consideration by its Trade and Merchandise Marks Committee, and by the Board itself, the following resolution has been adopted, which I am instructed to forward to you for the information of your Chamber:—

"That in the opinion of this Board a proprietary right may attach to a quality mark (numerals or letters) which by usage has become identified with the particular merchandise of a person or firm in a particular market; and that an imitation of such proprietary mark, which is reasonably calculated to deceive, is an offence within the meaning of the Merchandise Marks Act, 1887."—Yours, &c.,

ELIJAH HELM, Secretary.

KARACHI CHAMBER OF COMMERCE, 13*th January* 1894.

The SECRETARY, CHAMBER of COMMERCE, Manchester.

DEAR SIR.—I am instructed by the Committee of this Chamber to acknowledge the receipt of your letter of 21st ultimo, and to inform you that in the opinion of the Committee the resolution of the Manchester Chamber cannot be binding. The Committee of this Chamber are not prepared to agree with the opinion of the Manchester Chamber more especially as the point is important and cannot be generally decided, and is one on which opinions both mercantile and legal seem to differ considerably.—yours, &c.,

A. CORY, Secretary.

BOMBAY CHAMBER OF COMMERCE, *23rd January* 1894.

The SECRETARY, CHAMBER of COMMERCE, Karachi.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 13th instant, and to say that as my Committee considered the copy of the Manchester Chamber's resolution of 21st ultimo, with reference to quality marks, was forwarded for information only, they have not deemed it necessary to make any reply.

It goes without saying that the resolution is in no way binding on any other body.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 5234-S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
CUSTOMS.

RESOLUTION.

SIMLA, *17th October* 1894.

Read the following reports on the proceedings taken by Customs officials under the Indian Merchandise Marks Act, 1889, during the year 1893-94 :

From the Government of Bengal, No. 128-T.F., dated the 15th June 1894.

From the Chief Commissioner of Burma, No. 269—1C.-1, dated the 18th July 1894.

From the Government of Bombay, No. 7184, dated the 28th August 1894.

From the Government of Madras, No. 3396-A., dated the 30th August 1894.

RESOLUTION.—There were during the year 1,287 cases of detention under the Act compared with 894 and 1,208 in 1891-92 and 1892-93 respectively. Of these, 430 or 33·4 per cent. of the whole came under clause (*f*) of section 10, sub-section (2) of the Act, which requires all piece-goods to be stamped with their lengths ; in 1892-93 such cases formed 38 per cent. of the whole. There were 320 cases of counterfeit trade marks or false trade descriptions, and 537 cases of non-description of origin, against 395 and 356 respectively in the year 1892-93.

2. The following table shows the number of detentions at each port at which detentions were made in the last three years :—

Port.		Number of cases in which detention was ordered.	Detention followed by confiscation.	Detention followed by release.		Detention ordered on information received.	Detention ordered without information.
				With fine.	Without fine.		
Calcutta ...	1891-92 ...	454	4	92	351	2	452
	1892-93 ...	344	8	285	48	2	342
	1893-94 ...	334	4	302	23	1	333
Madras, Godavari, Tanjore...	1891-92 ...	15	2	5	8	1	14
	1892-93 ...	27	1	13	13	...	27
	1893-94 ...	21	1	9	11	...	21
Malabar ...	1891-92 ...	1	...	...	1	...	1
	1892-93 ...	2	...	1	1	...	2
	1893-94 ...	...	...	...	...	...	...
Rangoon ...	1891-92 ...	36	...	22	14	1	35
	1892-93 ...	23	1	21	2	...	23
	1893-94 ...	42	2	39	1	...	42
Moulmein ...	1893-94 ...	3	...	1	2	...	3
Bombay ...	1891-92 ...	262	...	131	131	...	262
	1892-93 ...	447	4	357	86	...	447
	1893-94 ...	647	4	593	50	...	647
Karachi ...	1891-92 ...	126	...	68	58	...	126
	1892-93 ...	365	1	167	197	...	365
	1893-94 ...	240	...	102	138	...	240
Total ...	1891-92 ...	894	6	318	563	4	890
	1892-93 ...	1,208	15	844	342	2	1,206
	1893-94 ...	1,287	11	1,046	225	1	1,286

3. In only 11 out of the whole number of cases (or less than one per cent.) detention was followed by confiscation of the goods detained. Fines, mostly trifling, were imposed in 81 per cent. of the cases, and in the rest of the cases the goods were released with a warning. It would seem from the reports that the Act continues to be worked on the whole with judgment and discretion, and at Bombay and Karachi with closer watchfulness than elsewhere.

4. The Act continues to be useful in protecting the public.

ORDER.—Ordered, that the foregoing Resolution and the papers read in the preamble be published in the Supplement to the *Gazette of India* for general information, and that copy be forwarded to the Governments of Madras, Bombay, and Bengal, and the Chief Commissioner of Burma.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

No. 128-T. F.

15th June 1894.

From J. A. BOURDILLON, Esq., C.S., Officiating Secretary to the Government of Bengal, Financial Department, to the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department.

In accordance with the orders conveyed in paragraph 4 of the enclosure of your letter No. 295-S., dated the 28th November 1890, I am directed to submit, for the information of the Government of India, the accompanying copy of a letter, No. 451-B., dated the 4th June 1894, from the Board of Revenue and its enclosure from the Collector of Customs, Calcutta, reporting on the working of the Merchandise Marks Act, IV, of 1889, in the port of Calcutta during the year 1893-94.

2. I am to add that no proceedings were taken under the Act by the Collector of Customs at Chittagong, Naraingunge, or the Orissa ports during the year.

No. 451-B.

4th June 1894.

From N. K. BOSE, Esq., Officiating Secretary to the Board of Revenue, L. P., to the SECRETARY to the GOVERMENT of BENGAL, Financial Department.

With reference to Government order No. C. $\frac{1\text{-A.}}{1}$ 16, dated the 8th December 1890, and paragraph 4 of the instructions of the Government of India therein enclosed, I am directed by the Board of Revenue to submit, for the information of Government, the accompanying copy of a report by the Collector of Customs, Calcutta, his No. 196, dated the 24th April 1894, on the proceedings taken by him under the Merchandise Marks Act, IV of 1889, during the year 1893-94.

2. The report does not call for any special notice. In regard to cases detained but released without payment of fine, the Collector states that in cases where men are new to business, or are obtaining goods from new firms, or where the goods when detained were found sufficiently marked, no fine was levied.

3. From the reports received from the outports, it appears that no proceedings were taken under the Act by the Collectors of Customs at any of those places during the year under report.

No. 196

24th April 1894.

From C. R. MARRIOTT, Esq., Collector of Customs, Calcutta, to the SECRETARY to the BOARD of REVENUE, Lower Provinces.

I have the honor to submit the annual report on the working of the Merchandise Marks Act in the port of Calcutta during the year 1893-94.

2. Goods were detained for infringements of the Act in 334 cases as against 344 in the preceding year. Of these the great majority, 304, fell under section 18 clause *f*, of the Sea Customs Act as amended by the Merchandise Marks Act, which requires the length of piece-goods in

yards to be stamped upon them. In ten of these cases no fine was imposed. In one case in which samples were shown properly stamped which did not agree with the goods, a heavy fine was imposed; but, the fault possibly being with the consignors, the consignees were allowed to reship them.

3. Piece-goods are very frequently marked on the ends which are folded within the piece, the marking being invisible until the package is opened. The part of the cloth bearing the mark is also sometimes half detached by tearing so as to allow the marking to be dragged out to view. But this system also allows the marking to be thrust out of view within the piece again. In neither case therefore are the goods considered to have been properly stamped, and importers have been compelled to stamp conspicuously on the outside of the piece.

4. Under clause *d*, twenty-nine cases of false trade description were dealt with and one of false property mark. Most of the goods detained under this clause had letters or words marked on them, giving false indications of origin. Amongst these thirty cases the following infringements of the Act may be particularly noted: A firm imported and described as "sherry" spirits from Germany, which were found to be only 27·44 under proof. As sherry these spirits would have only been liable to rupee one per gallon duty, and the consignment was confiscated.

A similar consignment of spirits was imported and described as "German sherry." This German sherry was found to be only 24 under proof, and was also confiscated, but the importers were allowed to reship it on payment of a fine.

5. Three consignments of matches from Japan in boxes exactly similar in appearance to Swedish, and with swedish words printed on them, were detained and confiscated, since they bore no sufficient indication of Japanese origin, and were obviously imitations of Swedish marks. Two were subsequently reshipped on penalty being paid, one still remains, the penalty being unpaid.

The total amount realised in fines during the year is Rs. 2,443-11. A table is appended to the report in the usual form:—

Number of cases in which detention was ordered.		Detention followed by confiscation.	Detention followed by release.		Detention ordered on information.	Detention ordered without information.	Reshipment allowed.
			With fine.	Without fine.			
1		2	3	4	5	6	7
Without stamp under section 18, clause *f*	504	..	293	10	..	...	1
Underer clause *d*— False trade description ...	30	4	9	13	One case.	...	4
Total ...	334	4	302	23	..	...	5

No. 269—1-C.-1.

18*th July* 1894.

From C. G. BAYNE, Esq., Revenue Secretary to the Chief Commissioner, Burma, to the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department.

With reference to paragraph 4 of the enclosure to Finance and Commerce Department letter No. 295-S., dated the 28th November 1890, I am directed to submit, for the information of the Government of India, a copy of letter No. 165-20, dated the 31st May 1894, from the Chief Collector of Customs, Burma, to the Financial Commissioner, with its annexure, being the report on the working of the Indian Merchandise Marks Act, 1889, in this province during the year 1893-94.

No. 165—20.

31*st May* 1894.

From the CHIEF COLLECTOR of CUSTOMS, Rangoon, to the SECRETARY to the FINANCIAL COMMISSIONER, Burma.

I have the honour to submit, for the information of the Financial Commissioner, a report on the working of the Indian Merchandise Marks Act, 1889, for the year 1893-94, with a statement showing the number of cases dealt with under section 10 of the Act during that period. The total number of cases at Rangoon was 42 against 23 in 1892-93.

2. In 33 of the above cases piece-goods were detained on account of the infringement of sub-section 2 of section 10 of the Act, which requires that the number of yards shall be stamped on each piece of cloth. This shows an *increase* of 20 cases compared with the number of instances of detention in 1892-93. Of these 33 cases, all of which were brought to notice by Customs Preventive officers in the ordinary course of their duty, the goods came from England in three instances, from the Continent of Europe in 9, and from Bombay and Calcutta in 1 each, the remaining 19 cases being goods of Chinese or Japanese manufacture imported *via* Singapore and Penang. Large quantities arrived of cotton coloured cambrics made in China and Japan. This is a new branch of trade. The imports began with the year under review, the shippers were apparently ignorant of the requirements of the Merchandise Marks Act, and in the case of the first fourteen consignments, the length in yards was not marked on each piece of cloth. In all of these instances fines ranging from Rs. 5 to Rs 50 were imposed, and the goods were released after each piece had been duly stamped with the number of yards in the presence of a Customs officer. All subsequent consignments of these goods have been found to be duly stamped.

3. For "false trade descriptions" under section 10 two consignments of goods were detained; one was a consignment of 15 cases imported by a European firm the contents of which were declared in the bill of entry to be "butter." This so-called butter was shipped at Antwerp and was put up in tins bearing labels—

Butter. Warranted. Holland Manufacture.

The Chemical Examiner, to whom a sample was sent for analysis, reported it to be margarine, and to contain practically no butter. The consignment was therefore confiscated, the consignees being given the option of paying a fine of Rs. 500 in lieu of confiscation under section 183 of the Sea Customs Act. This fine the consignees were not prepared to pay. The tins were therefore relabelled "Margarine" by this Department, and the consignment was then sold by auction for the benefit of Government. The other case was similar in character. A European firm received five cases from Rotterdam and declared the contents at the Custom House as "butter." Each tin was labelled "Finest Dutch Butter." On analysis the substance was found to be "very largely adulterated with margarine or some form of foreign fat." A fine of Rs. 500 was inflicted in lieu of confiscation, but it was not paid, and an appeal by the importers to the Financial Commissioner as Chief Customs Authority proved unsuccessful. The five cases will be sold in due course for the benefit of Government.

4. In seven instances goods were detained under section 10 in consequence of the place of manufacture either not being given at all or being given incorrectly. In five instances the goods were matches of Japanese origin. The labels on the boxes described the goods in the English language, but did not indicate the place of manufacture in the same language. In each case a fine was inflicted, the importers being given the option of either stamping on each box the country of manufacture, or of re-exporting the matches to the Straits Settlements whence they had come. The importers set to work and stamped one consignment to the satisfaction of the Customs Department, and it was passed, but as the process of stamping spoiled the wrappers and packing, the matches were rendered non-merchantable. The other consignments were accordingly re-exported. A consignment of soda-water wire was also detained. The wire was of Belgian origin and was packed in wrappers labelled—Best selected tinned bottling wire—manufactured abroad. As this indication of origin was considered insufficient, a fine was imposed, and the consignment was released after the labels had been stamped, under Customs supervision, with the words "made in Belgium." A case containing bottle capsules was also detained. The capsules were of German make and had impressed on them the words—

C. Thomas—Selected Whisky,

but they had no indication of origin. A fine was imposed and the capsules have been detained until the importers shall place a proper indication of origin upon them. The amount of the fines actually realised at Rangoon for breaches of the Act was Rs. 967-8 in 1893-94 against Rs. 515 in 1892-93.

5. At Moulmein three consignments of goods were detained for examination and two of them, on being found to comply with the requirements of the Act, were passed. In the third case, a consignment of matches, the boxes and wrappers had no indication of origin. A fine of Rs. 50 was inflicted and paid and the matches were allowed to be passed, after the labels had been stamped with the name of the country of origin.

Number of cases dealt with at Rangoon and Moulmein under the Indian Merchandise Marks Act during the years 1892-93 *and* 1893-94.

		Detention Ordered.		Detention followed by confiscation.		Detention followed by release.				Detention ordered on information.		Detention ordered without information.	
						With fine.		Without fine.					
		1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.	1892-93.	1893-94.
1. Without stamp, under section 10, sub-section 2.	Rangoon ...	13	33	...	...	11	32	2	1	...	...	13	33
	Moulmein .	...	...	...	...	...	...	...	...	...	...	...	...
2. False trade descriptions, under section 10.	Rangoon ...	1	2	* 1	* 2	...	...	...	...	...	...	1	2
	Moulmein .	...	...	...	...	...	...	...	...	...	...	...	...
3. The place of manufacture not given or incorrectly given, under section 10.	Rangoon ...	9	7	...	...	9	7	...	...	...	...	9	7
	Moulmein .	...	3	...	...	...	1	...	2	...	...	...	3
Total for Rangoon		23	42	1	2	20	39	2	1	...	...	23	42
„ „ Moulmein		...	3	...	...	...	1	...	2	...	...	...	3
GRAND TOTAL ...		23	45	1	2	20	40	2	3	...	...	23	45

* With option of fine.

No. 7184.

28th August 1894.

From the Hon'ble Mr. G. W. VIDAL, I.C.S., Acting Chief Secretary to the Government of Bombay, to the SECRETARY to the GOVERNMENT of INDIA, Finance and Commerce Department.

I am directed to forward herewith, for the information of the Government of India, a copy of the papers noted in the margin containing the reports received from the Collectors of Customs, Bombay and Karachi, on the working of the Merchandise Marks Act, IV of 1889, during the year 1893-94, together with a copy of the Resolution No. 7183 of to-day's date recorded thereon by this Government.

Memorandum from the Commissioner of Customs, Salt, Opium and Abkari, No. 2859, dated 20th June 1894, and its accompaniments.

Memorandum from the Commissioner in Sind, No. 2993, dated 25th July 1894, and its accompaniments.

Memorandum from the Commissioner of Customs, Salt, Opium and Abkari, No. 4122, dated 18th August 1894, and its accompaniments.

No. 6457-C.

16th June 1894.

From J. M. CAMPBELL, Esq., I.C.S., C.I.E., Collector of Land Revenue, Customs and Opium, Bombay, to the COMMISSIONER of CUSTOMS, Salt, Opium and Abkari, Bombay.

I have the honour to submit the annual report for the official year 1893-94, being the fourth annual report on the administration of the Indian Merchandise Marks Act, which came into operation on the 1st of April 1889.

2. *Statement A.*—The accompanying statement marked A has been prepared in accordance with the instructions of the Government of India, conveyed in Government Resolution, Revenue Department, No. 8960, dated 15th December 1890. It shows that the total number of cases under the Merchandise Marks Act during the year was 647 against 447 in 1892-93.

3. During the year 244 infringements under clause (*d*), 362 under clause (*e*), and 41 under clause (*f*) of section 18 of Act VIII of 1878 as amended by the Indian Merchandise Marks Act were detected. Of the 647 cases shown in statement A, 8 were in respect of goods imported by parcel post; and fines and confiscation were inflicted in 597 cases. In the remaining 50 cases the goods under detention were passed without penalty, as the requirements of the Act were held to have been partly or fully complied with.

4. Except 18 cases which infringed clauses (*d*) and (*e*), 1 which infringed clauses (*d*) and (*f*), and 1 which infringed section 2 (2 *b*) of the Merchandise Marks Act, all the cases adjudicated were under clauses (*d*), (*e*), and (*f*) of section 18 of the Sea Customs Act as amended by section 10 of the Indian Merchandise Marks Act.

5. Under clause (*d*) of section 18 no cases occurred of importations of goods with false trade marks. On the other hand, several cases of

false trade description were detected, chiefly as regards place of manufacture, material, number, weight or measure. Other false trade descriptions consisted of the application to goods of descriptive expressions in languages (mostly English) other than those of the country of origin.

6. *Statement B.*—The annexed comparative statement marked B shows that of the 647 seizures 169 were adjudicated by the Collector, 1 by the First Assistant Collector, and 477 by the Assistant Collector in charge of the Branch Custom House at Docks. Only five decisions were made the subject of appeal, all of them to the Collector from the decision of the First Assistant Collector in charge Dock Custom House. The result of these appeals was that the order passed in each case was confirmed by the appellate authority. The total recoveries under fines and redemption penalties amounted to Rs. 5,440.

7. During the year 24,202 packages of different kinds of goods, 1,634 bundles of steel and sheets of iron, 2,367 bars of iron, and 128 slabs of copper, were detained. The annexed *Statement* C shows in detail the disposal of the detained packages.

8. During the year in 41 cases the length of piece goods was not stamped upon the pieces as required by clause (*f*) of section 18 of the Sea Custom Act as amended by the Merchandise Marks Act. In some of these cases no fines were inflicted; in all the pieces were required to be stamped with their length in standard yards before they were allowed to be cleared from the Custom House.

9. The following are the details of certain cases of special importance:

(1) Messrs. * * * imported 15 cases of maraschino from London, in bottles labelled—

"Maraschino della vera Fabbrica Eredi Garzeniga in Zara,"

that is, maraschino from the real factory of the heirs of Garzeniga in Zara (Austria). The maraschino was suspected to be French. It was at any rate clear that the origin of the liqueur was not Zara, which is noted for its maraschino. Both the importers and the shipper for some time evaded answering the question whether the liqueur was French or, as the labels purported to show, from Zara. When threatened, failing explanation, with confiscation of the goods and the maximum penalty imposed by law, the shipper made a declaration before the British Consul at Bordeaux that the maraschino was of Hungarian origin and that it was maraschino de Zara. Enquiries were set on foot with the result that the shipper's declaration proved to be false. Not only was the maraschino not made at Zara, but it was found that there was no firm in Zara trading under the name of Garzeniga, as shown on the bottles. The maraschino in question was undoubtedly a French concoction, costing Rs. 8-8 the dozen, exclusive of duty. Having regard to the value of the consignment, about Rs. 120, which was confiscated subject to a redemption penalty of Rs. 100, the importers were fined Rs. 300.

(2) Much of the linseed oil which is imported into Bombay is not genuine. The trade have been warned to cease to apply the name linseed to oils which contain an admixture of cheap oils other than linseed. Some manufacturers, while pro-

testing against the interference of the Custom House, have dropped the word "linseed." Hundreds of drums that formerly came marked "genuine boiled linseed oil" are now imported either with "boiled oil" stencilled upon them, or without any marking at all. Certain consignments marked "genuine linseed oil" were on analysis subjected to penalties and passed on the erasure from the drums of the words "genuine" and "linseed."

(3) The action taken during the previous year has effectually checked importations of false santonine, proved on examination to be adulterated with boracic acid to the extent of 95 per cent. The consignment was confiscated subject to a penalty of Rs. 500 in lieu of confiscation, and to the condition of reshipment to Hamburg. The goods were not redeemed and will be destroyed in due course. The importer was further fined in the sum of Rs. 50.

(4) During the year several importations of so-called red and white lead were detained, as examination showed a large adulteration with clay. In some cases the proportion of real red lead was as large as 40 per cent.; in others the Chemical Analyser discovered only 1 to 3 per cent. In one case kegs marked "best red lead" did not contain more than 40 per cent. of the genuine article. In all these cases penalties were imposed with the result that the adulterated red lead is imported under the description of "reduced red lead." Some importers are wily enough to omit marking the kegs. In such cases, after passing, the contents are probably sold as genuine red lead.

(5) Saffron is another article in which adulteration has been detected. In several cases penalties were imposed and the goods were not allowed to pass without the insertion of the word "mixed" or "adulterated" immediately before the word Saffron. It is strange that some importers prefer "adulterated saffron" to "mixed saffron."

(6) Messrs. * * * imported 22 cases of German sewing machines, conspicuously marked "Phœnix" in large gilt letters in two places, unaccompanied by an indication of origin. As the word "Phœnix" was marked on the machines as it is spelt in the English language, the consignment was detained, and the importers were called upon to paint "made in Germany" conspicuously near the word "Phœnix." The importers contended through their solicitors that "Phœnix" belonged to several languages, and that an indication of origin could not legally be insisted upon. If these German machines had been marked "Phönix" (which is German) no action could have been taken, but as the spelling adopted was different from that in use in the Germam language, the Custom House would not accept the contention of the importers, who eventually passed the machines after painting out the word "Phœnix" which they elected to do in preference to marking "made in Germany." There is every reason to believe that the object of the importers in demurring to show origin on the goods was to pass them as English.

No. 2659.

20th June 1894.

Memo. by T. D. MACKENZIE, ESQ., Commissioner of Customs, Salt, Opium and Abkari.

Submitted to Government in the Revenue Department.

2. There was a marked increase in the number of cases dealt with, from 447 in 1892-93 to 647 in the year under notice. The facts that in 597 out of the 647 cases penalties were inflicted, and that there were only five appeals, in all of which the original order passed was confirmed, show that the provisions of the Act were carefully and judiciously worked, and this view is confirmed by the details given of several important cases described in the Collector's 9th paragraph.

3. The Collector has not named any officers as deserving special commendation, but judging from results it seems clear that both Mr. Campbell and his Assistant did good work, and that the Act continues to be of much service to the public.

STATEMENT A.

Year.	Numer of cases under which detention was ordered under section 18.			Total.	Detention followed by confiscation.	Detention followed by release.		Detention on information.	Detention without information.
	Clause (*d*).	Clause (*e*).	Clause (*f*).			With fine.	Without fine.		
1892-93	260	99	88	447	4	357	86	...	447
1893-94	244*	362†	41	647	4	593	50	...	647

* These include 18 cases which infringed clause (*e*) and 1 case which infringed clause (*f*) also.

† These include 1 case which infringed Section 2 (2*b*).

STATEMENT B.

Year.	Cases disposed of			Total.	Total penalties under clause 8 of section 167 of the Customs Act. (*a*)	Total fines in lieu of confiscation under clause 8, section 167 of the Sea Customs Act. (*a*)
	By the Collector.	By the First Assistant Collector.	By the Assistant Collector in charge Dock Custom House.			
					Rs.	Rs.
1892-93	305	11	131	447	5,020	1,707
1893-94	(*c*) 169	1	477	647	4,274	(*b*) 1,166

(*a*) The penalties and fines in lieu of confiscation are the amounts actually recovered.

(*b*) In four cases the importers did not redeem the goods on payment of penalties in lieu of confiscation, amounting in all to Rs. 530.

(*c*) In one case a fine of Rs 300 and penalty in lieu of confiscation, *viz.* Rs. 100, in all Rs. 400 were not recovered in the year 1893-94.

STATEMENT C.

Year.	Number of packages detained.	HOW DISPOSED OF.								Remarks.
		PASSED.				RESHIPPED.				
		With qualification and with fine.	Without qualification and with fine.	Without qualification and without fine.	With qualification and without fine.	With fine.	Without fine.	Confiscation.	Packages not redeemed on payment of redemption penalty.	
1892-93.	(Packages) 8,393 ...	6,013	1,315	351	519	111	3	21	...	...
	Bundles of steel and white wooden boards, 17,843 ...	859	16,042	608	334	...	...	...	...	...
	Bars of iron 17,684...	1,690	8,462	3,557	3,975	...	...	...	...	...
	Slabs of tin and copper, 1,075 ...	715	360	...	...	...	...	...	...	...
1893-94.	(Packages) 24,202 ...	20,647	2,562	215	708	13	21	9	12	15 packages banded.
	Bundles of steel sheets of iron, 1634.	1,184	...	..	450	...	...	...	...	...
	Bars of iron 2,367 ...	2,367	...	..	...	...	...	...	...	...
	Copper slabs, 128 ...	128	...	...	...	...	...	...	...	...

N.B.—Qualification means an addition to or alteration in the description or marks upon goods or their covers made to bring them into accordance with the requirements of the law.

No. 1628.

19th July 1894.

From R. N. COGHLAN, Esq., Collector of Customs, Karachi, to the COMMISSIONER in SIND.

I have the honour to submit the annual report, for the year 1893-94 on the working of the Indian Merchandise Marks Act. This is the fourth annual report since the Act came into operation.

2. The attached statement shows the number of cases dealt with, under the Act, namely, under each of the clauses (*d*), (*e*), and (*f*) of section 10.

3. There were 240 cases during the year, 125 less than in the previous year. The falling off of 34·2 per cent. in the number of cases adjudicated during the year is due to more attention being given to the provisions of the law, which is gradually becoming better known and understood by shippers and importers of goods generally.

4. Of the 240 cases—

44 came under clause (*d*),
157 came under clause (*e*),
39 came under clause (*f*),

of section 10. In 102 of these 240 cases fines were inflicted, and in the remaining 138 cases the goods were passed with a warning. Of

the 44 cases o /detention under clause (*d*), the goods were of various descriptions, chiefly from Hamburg, Trieste and Antwerp.

5. In 38 out of the 44 cases the descriptive labels on the goods were in the English language, but the country of origin was omitted.

6. In the remaining 6 cases the goods consisted of what was described as gold thread, whereas on examination it was found that the thread was made of copper, not gold, and in some instances with a plating of silver lightly gilt over.

7. In 13 cases of the 44 the goods were allowed to pass on due compliance with the requirments of the law on payment of small fines, and in the remaining 31 the goods were passed with a warning after being correctly marked.

8. Under clause (*e*) the number of cases amounted to 157, and were in respect of goods of various descriptions from continental ports.

9. The bulk of these goods came from Hamburg and Antwerp.

10. In the whole of the cases noted the goods bore the names of British or British Indian traders without being accompanied by origin.

11. Of the aggregate number of cases dealt with under clause (*e*) in 65 instances moderate penalties were inflicted. In the remaining 92 cases the goods were passed with a warning after due compliance with the law.

12. The infringements of the law as regards clause (*f*) amounted in all to 39 cases. Of these, 32 were consignments of woollen goods and 7 of cotton goods.

13. In the majority of cases the lengths were shown in chalk or other effaceable material, and in the remainder the lengths were entirely omitted. In 24 cases the importers were permitted, on payment of a small penalty, to mark the lengths and pass their goods. In the remaining 15 cases no penalties were inflicted, the importers being allowed to duly stamp the goods as required by law, and pass them with a caution.

14. All the detections in the cases reported on were made by Customs officers in their course of examination of goods passing through the Custom House.

Number of cases detained.	Clause and section under which detention was ordered.	Detention followed by confiscation.	Detention followed by release.		Detention ordered on information received.	Detention ordered without information.
			With fine.	Without fine.		
1	2	3	4	5	6	7
44	Section 18, clause (*d*) ...	...	13	31	...	44
157	Do. 18, do. (*e*) ...	...	65	92	...	157
39	Do. 18, do. (*f*) ...	...	24	15	...	39
240		...	102	138	...	240

No. 2993.

25th July 1894.

Memo. by H. E. M. JAMES, Esq., Commissioner in Sind.

Submitted to Government. The reduction in the number of cases is very satisfactory.

2. The Commissioner recently forwarded to Government (*vide* his No. 1889, dated 25th May 1894) a memorial of the Chamber of Commerce against the manner in which the Act is worked. The statistics show that the working has produced the necessary salutary effect.

No. 9079-C.

14th August 1894.

From J. M. CAMPBELL, Esq., I.C.S., C.I.E., Collector of Land Revenue, Customs, and Opium, Bombay, to the COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, Bombay.

With reference to Government memorandum No. 6553, dated the 4th instant, forwarded with your endorsement No. 3926, dated the 6th idem, I have the honour to state that in the beginning of the year 1893-94 it was noticed that the packages of dry dates, raw cotton, ghi, betel-nuts, wet dates, cloves, mother-of-pearl shells, almonds, raisins, raw wool, coffee, and asafœtida, etc., which were imported and sold in the market, did not bear on them an indication of origin to accompany marks or letters representing the initials of the names of dealers or traders in British India. For the first few months such packages were, on the necessary stamping of origin, passed without penalties, the importers being duly informed of the requirements of the law. When sufficient time had elapsed a small fine was also imposed in the case of each irregularity. The increase of cases under clause (*e*) during 1893-94 is mainly due to the above action, the result of which is that the packages of goods referred to above are, with few exceptions, now imported with the required indication of origin.

No. 4122.

18th August 1894.

Endorsed by the COMMISSIONER of CUSTOMS, SALT, OPIUM and ABKARI, Bombay.

Submitted to Government in the Revenue Department.

Extract from the Proceedings of the Government of Bombay, Revenue Department,—No. 7183, *dated 28th August* 1894.

Read—

Memorandum from the Commissioner of Customs, Salt, Opium and Abkari, No. 2859, dated 20th June 1894, submitting a report No. 6457-C., dated 16th idem, from the Collector of Land Revenue, Customs and Opium, Bombay, on the administration of the Indian Merchandise Marks Act IV of 1889.

Memorandum from the Commissioner in Sind, No. 2993, dated 25th July 1894, submitting a report No. 1628, dated 19th idem, from the Collector of Customs and Salt Revenue in Sind on the working of the Indian Merchandise Marks Act IV of 1889.

Memorandum from the Commissioner of Customs, Salt, Opium and Abkari, No. 4122, dated 18th August 1894, submitting a letter No. 9079-C., dated 14th idem, from the Collector of Land Revenue, Customs, and Opium, Bombay, who explains, with reference to Government memorandum No. 6553, dated 4th idem, the cause of the increase, during 1893-94, in the number of cases under clause (*c*) of section 18 of Act VIII of 1878, as amended by the Indian Merchandise Marks Act.

RESOLUTION.—The reports submitted by the Collectors of Customs, Bombay and Karachi, on the working of the Merchandise Marks Act during the year 1893-94 are interesting, and show that the provisions of the Act are being carefully and judiciously worked.

2. The number of cases of breaches of the provisions of the Act dealt with at Bombay and Karachi in 1893-94 was 837, being greater than the number (812) dealt with in the preceding year. The large increase in Bombay in the number of cases under clause (*c*) of section 18 of Act VIII of 1878, as amended by the Indian Merchandise Marks Act, as compared with last year, is explained by the Collector of Customs, Bombay, in his letter No. 9079-C., dated 14th August 1894. The reduction of 125 in the number of cases dealt with in Karachi is satisfactory.

3. Orders on the memorial of the Chamber of Commerce, Karachi, referred to in paragraph 2 of the memorandum from the Commissioner in Sind, have been issued in Government Resolution No. 6654, dated 8th August 1894.

4. A copy of the papers and of this Resolution should be forwarded to the Government of India for information.

Extract from the Proceedings of the Government of Madras, Revenue Department,—No. 3396 *Mis., dated* 30*th August* 1894.

Read—

Proceedings of the Board of Revenue (Separate Revenue), Madras,—No. 278, dated 23rd July 1894.

ORDERED THEREON BY THE GOVERNMENT OF MADRAS.

Ordered to be forwarded to the Governmet of India.

No. 3396-A.

Copy to the Government of India, Dpartment of Finance and Commerce.

Extract from the Proceedings of the Board of Revenue (Separate Revenue), Madras,—No. 278, dated 23rd July 1894.

Read again the following—

Proceedings of the Board of Revenue (Separate Revenue), dated 31st May 1894, No. 1425, Routine.

Read the following letter—

No. 2265-Acc.

24th May 1894.

From W. J. H. LE FANU, Esq., Collector of the Godavari District, to the SECRETARY to the COMMISSIONER of SALT, Abkari and Separate Revenue.

I have the honour to submit the report on the working of the Merchandise Marks Act in 1893-94, together with the statement ordered in Board's Proceedings dated 30th January 1891, No. 29.

2. In the year under report, there was only one case in which the Superintendent of Sea Customs, Cocanada, had to take cognizance of the omission to note on the labels of the bottles the name of the country of manufacture. Messrs. * * * received a consignment of brandy from Hamburg. It was imported in 50 cases, containing a brand on each case, to the effect that the contents were "made in Germany." The cases were opened for examination for purposes of duty and the bottles inside bore labels marked as "Excelsior Cognac, very superior brandy." The country of manufacture having been omitted on the labels, the Superintendent of Sea Customs deemed it a sufficient case to detain the consignment for imperfect labelling on bottles, irrespective of the brand on cases, and referred the matter to the Deputy Collector in charge of Sea Customs for orders. The case being analogous to that in which the Collector of Customs, Rangoon, fined the importers in 1892-93 for similar defects on some consignments of liquors from Germany, and insisted on the indication required under the Act being duly stamped on each bottle before the goods were passed, the Deputy Collector issued orders to the Superintendent for the enforcement of the provisions of the Act. Messrs. * * * pleaded that they had no fraudulent intent in the omission, and requested, under Board's Proceedings, dated 15th October 1889, No. 375, that the goods might be passed with a warning to them of the requirements of the Act. They also pointed out that if extra-labelling denoting the country of manufacture were insisted on, it would prejudice their sale. As this was the first time the firm received the article without proper labelling, the consignment was passed as it was under the Board's Proceedings quoted above, with a strict warning to the importers that in future consignments similar defects would not be passed over without enforcing the terms of the law in their entirety.

No. 1425 ROUTINE.

31st May 1894.

RESOLUTION—BY THE GOVERNMENT OF MADRAS.

Recorded, pending the receipt of reports from other districts.

Read again the following—

Proceedings of the Board of Revenue (Separate Revenue), dated 27th June 1894, No. 1689, Routine.

read the following letter—

No. 577 S. R-Tour.,

19th June 1894.

From H. M. Winterbotham, Esq., Collector of Tanjore, to the Secretary to the Commissioner of Salt, Abkari and Separate Revenue.

With reference to Board's Proceedings, dated 30th January 1891, No. 29 (Separate Revenue), and Board's Proceedings, dated 11th February 1892, No. 86 (Separate Revenue), I have the honour to report on the working of the Indian Merchandise Marks Act for the year 1893-94.

2. No instance has occurred of any goods being imported bearing a counterfeit trade mark or a false trade description, nor was any instance discovered of goods marked with the purpose of deceiving people into the belief that they were of English or British Indian manufacture.

3. There were no importations during the year direct from Europe (excluding the United Kingdom), nor from America, China, or Japan. Penang, Ceylon, and the French Settlements were the only foreign ports from which there were any importations, and the only manufactured goods imported in any quantity were cotton twist and piece-goods manufactured in the United Kingdom.

4. There continued to be a considerable import of cotton goods of English manufacture brought from Penang to Negapatam for the purpose of being dyed in indigo and re-exported. Ten boxes of piece-goods were detained, all imported from Penang. In respect of five boxes there appeared doubt as to the place of manufacture, but the subsequent production of the invoices showed that the goods were of British origin and they were released.

In the case of two consignments (1 and 4 boxes) the piece-goods were British, but each piece was not stamped with the length thereof in standard yards as required by section 18 (f) of the Act.

The importers were allowed to clear the consignments with a warning, after the defect was duly supplied. No penalties were imposed during the year.

No. 1689 (Routine).

27th June 1894

RESOLUTION—BY THE GOVERNMENT OF MADRAS

Recorded, pending the receipt of reports from other districts.

Read also the following letter—

No. 1684-G.,

13th June 1894.

From E. TURNER, Esq., Acting Collector of Sea Customs, Madras, to the SECRETARY to the COMMISSIONER of SALT, ABKARI AND SEPARATE REVENUE.

I have the honour to submit my fourth annual report on the working of the Merchandise Marks Act of 1889, together with a statement in the prescribed form of the cases disposed of during the year 1893-94.

2. The total number of cases dealt with during the year was 16 as against the same figure in the previous year, but the number of packages opened for the purposes of the Act was 582, or 270 more than in the year 1892-93. This includes certain bales of cotton piece-goods examined with reference to clause (*f*) of section 10, sub-section (2) of the Act, which requires all piece-goods to be stamped with their lengths in yards ; and a piano case which on examination was found to contain arms.

3. No information was received in regard to any of the cases detected during the year, all the detections having been made by the Customs staff in the course of their examination of goods before delivery.

4. Of the 16 cases dealt with, 11 came under clause (*f*) of section 10, sub-section (2) of the Act, which requires all piece-goods to be stamped with their lengths in yards, and 5 under clauses (*d*) and (*e*) which treat of counterfeit trade marks or false trade descriptions.

5. In 5 of the 11 cases dealt with under clause (*f*), small fines were imposed and the goods passed after being measured and stamped with their lengths at the Custom House. In the remaining 6 cases the lengths were marked either on tickets attached to the pieces, or on strips partially detached from them, and in two instances on the pieces themselves, but with water colours which might have been easily brushed off or wiped away with the finger. A warning was considered sufficient in these cases, and the goods were passed after being properly stamped at the Custom House.

6. It has more than once been contended that tailors and outfitters getting out what they term remnant pieces of goods in lengths varying from 10 or 12 to 25 or 30 yards are not required by the Act to be stamped, but the practise at this Custom House is to insist upon it, as from the Government of India Notification, dated 6th April 1891, No. 1430, paragraph 2, the only goods exempted are those intended for private and personal use and not for sale. It is not difficult to conceive a case of a tailor getting out unstamped remnant pieces, stamping them himself with fictitious numbers of yards, and sending them to an auctioneer to be sold by the piece.

7. In 4 of the 5 cases dealt with under clause (*e*) of section 10, fines were imposed, and in the fifth case the goods were confiscated. The following is a summary of them :

(*a*) Messrs. * * * imported from Bordeaux *via* London a consignment of wine labelled "*Spanish Port*", with the words "produced in France" printed on it in small type. The labels were

calculated to mislead the public into the belief that the wine was the produce of a country which it was not. The goods were liable to confiscation, but as it was believed that the breach of the law was due to inadvertence, so far as the consignee was concerned, a small fine of Rs. 10 was considered sufficient in lieu of confiscation. The lables were altered in conformity with the Act before the liquor was allowed to be cleared from the Custom House.

(*b*) Messrs. * * * imported a consignment of "Victoria Brandy" with a declaration subscribed in the bill of entry that it was the manufacture of Germany. The labels were so got up that they were likely to lead ignorant purchasers into the belief that the brandy was of English origin. The words "made in France" appeared in small type on the labels, and the consignees, notwithstanding their declaration in the bill of entry which they attributed to the carelessness of their clerk, certified that the liquor was the produce of France. A redemption fine of Rs. 50 in lieu of confiscation was ordered and the goods passed on the requirments of the law being complied with.

(*c*) Messrs. * * * imported a consignment of 235 cases of brandy and gin from Hamburg, the bottles in which were separately labelled with the words "made in Germany." The labels, which were affixed to the back of the bottles, were easily removeable, and the entire arrangement seemed open to the objection that it was likely to lead purchasers to believe, from the description given on the other large labels on the bottles, that the liquor was the manufacture of a country other than it really was. On some of the bottles "Jules Piure et Cie Cognac" was the description given on the large labels. This without the small labels was certain to lead to the belief that the brandy was of French origin, which it was not. Then again "A. Vander Wyell & Co., Schiedam." Here the manufacturer's name and the town Schiedam would indicate that the gin which was thus described was manufactured in Holland, which was negatived and shown to be a false trade description by the small labels with the words "made in Germany" on the other side of the bottle. In a third case the description "Old Ismael Eau de vie, vieille, Cognac" was also misleading, and a further objection arose from the fact that although all the liquors in this consignment came from the firm of Hugo Peters & Co., Hamburg, they were labelled in some cases with the names of French firms.

In explanation of the offence the consignees urged that the liquor was only sold by them wholesale, and as every case had stencilled on it in bold letters the words "made in Germany" their customers could not be deceived in the matter.

The consignment was detained, not because it was supposed that the consignees intended to deceive their customers, or that it was likely they would be deceived, but because the description on the bottles did not comply with the requirements of the Act which guards the interest of retail as well as wholesale purchasers.

As regards the description on the bottels, the consignees pleaded that they were not aware of the reason why there had been a departure from the plan formerly adopted of having the

words " made in Germany " printed on the large labels, and stated that the use of the words " Cognac " and " Schiedam " on the large labels of liquors made in Germany was against instructions sent by them to their shippers.

Under the explanation offered a fine of Rs. 50 was imposed in respect to the " Gin " and Rs. 25 with respect to the " Cognac," and the consignee allowed to pass the liquor on stamping the words " made in Germany " prominently on each label, or replacing the large labels with new ones containing these words as well as the other description of the liquor.

(*d*) Messrs. * * * imported from Hamburg a case of perfumery in which the bottles had slips attached to the large labels with the words " made in Germany." The slips were easily removeable and would, if removed, leave the large labels unqualified as to the country of origin, and, in the instance of two dozen bottles of lavender which were marked " Paris," were evidently calculated to deceive. A fine of Rs. 10 was imposed and the labels rectified before being passed. I have dealt with these two cases in some detail in this report to show that the amendment proposed by the Collector of Customs, Calcutta, to modify the wording of clause (*e*) (*i*) of section 10 so as to require that the indication of the country of origin should be placed on the label describing the goods and not on a separate label, is necessary.

(*e*) In a consigment of brandy from Antwerp the labels on the bottles were so designed as to indicate that the liquor was the produce of France, whereas the invoice and subsequent inquiry showed that it was the produce of Germany. There was an absence of indication of origin on the labels and the liquor was confiscated.

8. With the slight increase sanctioned to the Customs staff in the month of October 1893, it has been possible to show a larger number of searches, but the offences against the Act in the year under report are not more numerous than those recorded in the year before, which shows that the law is respected. The penalties were in no case unduly severe, and on the whole the Act has been worked without cause for complaint that its operation has interfered with legitimate trade.

Detention ordered.				Detention followed by confiscation.	Detention followed by release.		Detention ordered on information received.	Detention ordered without information.
Under section 18, clause (*d*)	Under section 18, clause (*e*)	Under section 18, clause (*f*)	Total.		With fine.	Without fine.		
Nil	5	11	16	1	9	6	*Nil*	16

RESOLUTION—The reports of the Collector of Sea Customs, Madras, and of the Collectors of Godavari and Tanjore on the administration of the Merchandise Marks Act, IV of 1889, during 1893-94 are submitted to Government. There were no detentions under the Act in the other districts.

2. The total number of detentions of goods under the year under report was 21. Of these 8 were under section 18, clause (*e*) of the Sea Customs Act as amended by section 20 of the Merchandise Marks Act and 13 were under section 18 (*f*) which requires all piece-goods to be stamped with their length.

The following statement shows the particulars of detention :

Districts and ports.	Detention ordered.	Detention followed by confiscation.	Detention followed by release.		Detention ordered on information received.	Detention ordered without information.
			With fine.	Without fine.		
Madras	16	1	9	6	...	16
Tanjore (Negapatam)	4	...	...	4	...	4
Godavari (Cocanada)	1	...	...	1	...	1
TOTAL ..	21	1	9	11	...	21

Of the 16 cases of detention in Madras, 11 were under clause (*f*). In 5 of them small fines were imposed and the goods were passed after being stamped with their lengths. In 4 cases the lengths were marked either on tickets attached to the pieces or on strips partly detached from them, and in the remaining 2 cases on the pieces themselves, but with water colours which might have been easily removed ; a warning was considered sufficient in these cases, and the goods were passed after being properly stamped. The cases shown against Tanjore are, as in last year, cases of imports of cotton goods from Penang into Negapatam to be dyed in indigo and re-exported.

APPENDIX KK.

CUSTOM HOUSE PROCEDURE.

No. 6368.

BOMBAY CASTLE, 30*th July* 1894.

In exercise of the power conferred by Section 130 of the Sea Customs Act, (VIII of) 1878, the Governor of Bombay in Council is pleased to make the following rules regarding transhipment in the Port of Bombay in supersession of all rules heretofore made by him under the said section at present in force in that Port, and to direct that the said new rules shall come into force after the expiry of fifteen days from the date of the publication of this Notification :—

1. A written "transhipment" *i.e.*, leave to tranship goods manifested for the purpose in the manner required by section 125 of the Sea Customs Act, 1878, will be granted by the Customs Collector, on application in writing being duly made for the same, in the following form, viz. :

Tranship Permit.

The Collector of Customs.

Please permit to be transhipped from the arrived here on the of 189 , under colours from the undermentioned goods for exportation per under colours to

Marks.	Number and kind of packges.	Description of goods.	Weight or quantity.	Value.	
1	2	3	4	5	6
					Original Manifest for transhipment. Import General Manifest No. of 189 . Transhipping fee to be received here on packages at Anna One each and duty to be collected at Assistant Collector. No. of 189 . . Annas Transhipping fee received Re. Cashier.

18 do declare the contents of this application to be truly stated.

Let transhipment

Bombay 189 .

Assistant Collector.

2. Except as is hereinafter in these rules otherwise provided, no goods shall be transhipped unless and until—

(*a*) a transhipment permit covering the same is produced;

(*b*) the transhipment fees, if any, payable in respect thereof, have been paid;

(*c*) an order to let transhipment has been obtained, in writing, on the transhipment permit.

3. (1) When it is desired to tranship goods (not being arms and ammunition or explosives or petroleum as defined respectively in the Arms, Explosives, and Petroleum Acts) from one steamer to another, and the receiving steamer is to start within twenty-four hours of the arrival of the discharging steamer, such transhipment may be effected within the said period, with the permission and under the superintendence of the Preventing Officer on board, in anticipation of the production of a transhipment permit and of the payment of the transhipment fees, if any, payable in respect thereof: provided that the agent or master of the discharging steamer furnishes the said Preventive Officer with a list of all the goods which it is desired so to tranship.

(2) The transhipment permit for goods so transhipped shall be obtained, and the transhipment fees, if any, be payable in respect thereof, shall be paid immediately after the Import General Manifest has been put in.

4. In the case of dutiable goods or goods the importation of which into British India is restricted by any law, and the transhipment of which is not subject to any special regulations, leave to tranship to any Foreign port, on the Continent of India or any port in Ceylon other than a port included in any Customs Union with the British Indian Government, shall not be given unless the goods are to be transhipped into a steamer.

When goods which are to be transhipped in a dock are temporarily deposited on a wharf or in a shed, the Superintendent of the Dock shall not allow the removal of the said goods, or of any of them, from the wharf or shed, without the production of all such documents as are required by these rules, or except under the superintendence of a Customs Officer, as required by Section 129 of the Sea Customs Act, 1878.

No. 7137.

BOMBAY CASTLE, 28*th August* 1894.

The following rule is added as Rule 4 to the rules already published under Government Notification No. 6368, dated 30th July 1894,

printed at pages 771-72 of the *Bombay Government Gazette*, Part I, dated the 2nd August 1894, the present Nos. 4 and 5 being numbered 5 and 6 respectively :—

"4. When goods are discharged for transhipment before entry inwards of the vessel under special pass granted under Section 59 of the Sea Customs Act, VIII of 1878, the cargo boats into which such goods have been so discharged shall remain alongside the discharging vessel at ship's risk until either a transhipment permit has been produced or a list of such goods has been furnished, as the case may be, to the Preventive Officer on board the discharging vessel."

APPENDIX LL.

MEREWETHER DRY DOCK.

No. 2819.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE, BALLARD ROAD,
BOMBAY, 24*th July* 1894.

To the SECRETARY, CHAMBER of COMMERCE.

SIR,—I am directed to forward for your information 10 copies of the revised scale of rates for the Merewether Dry Dock and 10 copies of the Index plan of the Wet Docks.—I have, &c.,

F. G. DUMAYNE, Secretary.

PORT TRUST OFFICE, BALLARD ROAD,
BOMBAY, 19*th June* 1894.

REVISED SCALE OF CHARGES FOR THE USE OF THE MERE WETHER (DRY) DOCK, INCLUDING CHARGES FOR DOCKING, SHORING, AND UNDOCKING.

I. The charge for the *first* 24 *hours* will be according to the following scale, the tonnage being the gross registered tonnage of the vessel, or, when more than one are docked at the same time, the aggregate gross tonnage of the vessels, docked :—

	Tons.	Amount. Rs. a. p.	
Not exceeding	1000	400 0 0	Minimum
exceeding 1000 but not exceeding	1050	426 9 0	
„ 1050 „ „	1100	446 14 0	
„ 1100 „ „	1150	467 3 0	
„ 1150 „ „	1200	487 8 0	
„ 1200 „ „	1250	507 13 0	
„ 1250 „ „	1300	528 2 0	
„ 1300 „ „	1350	548 7 0	
„ 1350 „ „	1400	568 12 0	
„ 1400 „ „	1450	589 1 0	
„ 1450 „ „	1500	609 6 0	
„ 1500 „ „	1550	629 11 0	
„ 1550 „ „	1600	650 0 0	
„ 1600 „ „	1650	670 5 0	
„ 1650 „ „	1700	690 10 0	
„ 1700 „ „	1750	710 15 0	
„ 1750 „ „	1800	731 4 0	

				Tons.	Amount. Rs.	a.	p.
Exceeding	1800	but not	exceeding	1850	751	9	0
,,	1850	,,	,,	1900	771	14	0
,,	1900	,,	,,	1950	792	3	0
,,	1950	,,	,,	2000	812	8	0
,,	2000	,,	,,	2050	818	12	0
,,	2050	,,	,,	2100	825	0	0
,,	2100	,,	,,	2150	831	4	0
,,	2150	,,	,,	2200	837	8	0
,,	2200	,,	,,	2250	843	12	0
,,	2250	,,	,,	2300	850	0	0
,,	2300	,,	,,	2350	856	4	0
,,	2350	,,	,,	2400	862	8	0
,,	2400	,,	,,	2450	868	12	0
,,	2450	,,	,,	2500	875	0	0
,,	2500	,,	,,	2550	881	4	0
,,	2550	,,	,,	2600	887	8	0
,,	2600	,,	,,	2650	893	12	0
,,	2650	,,	,,	2700	900	0	0
,,	2700	,,	,,	2750	906	4	0
,,	2750	,,	,,	2800	912	8	0
,,	2800	,,	,,	2850	918	12	0
,,	2850	,,	,,	2900	925	0	0
,,	2900	,,	,,	2950	931	4	0
,,	2950	,,	,,	3000	937	8	0
,,	3000	,,	,,	3050	942	8	0
,,	3050	,,	,,	3100	947	8	0
,,	3100	,,	,,	3150	952	8	0
,,	3150	,,	,,	3200	957	8	0
,,	3200	,,	,,	3250	962	8	0
,,	3250	,,	,,	3300	967	8	0
,,	3300	,,	,,	3350	972	8	0
,,	3350	,,	,,	3400	977	8	0
,,	3400	,,	,,	3450	982	8	0
,,	3450	,,	,,	3500	987	8	0
,,	3500	,,	,,	3550	992	8	0
,,	3550	,,	,,	3600	997	8	0
,,	3600	,,	,,	3650	1,002	8	0
,,	3650	,,	,,	3700	1,007	8	0
,,	3700	,,	,,	3750	1,012	8	0
,,	3750	,,	,,	3800	1,017	8	0
,,	3800	,,	,,	3850	1,022	8	0
,,	3850	,,	,,	3900	1,027	8	0
,,	3900	,,	,,	3950	1,032	8	0
,,	3950	,,	,,	4000	1,037	8	0
,,	4000	,,	,,	4050	1,042	8	0
,,	4050	,,	,,	4100	1,047	8	0
,,	4100	,,	,,	4150	1,052	8	0
,,	4150	,,	,,	4200	1,057	8	0
,,	4200	,,	,,	4250	1,062	8	0
,,	4250	,,	,,	4300	1,067	8	0
,,	4300	,,	,,	4350	1,072	8	0
,,	4350	,,	,,	4400	1,077	8	0
,,	4400	,,	,,	4450	1,082	8	0
,,	4450	,,	,,	4500	1,087	8	0
,,	4500	,,	,,	4550	1,092	8	0

				Tons.	Amount. Rs.	a.	p.
Exceeding	4550	but not	exceeding	4600	1,097	8	0
,,	4600	,,	,,	4650	1,102	8	0
,,	4650	,,	,,	4700	1,107	8	0
,,	4700	,,	,,	4750	1,112	8	0
,,	4750	,,	,,	4800	1,117	8	0
,,	4800	,,	,,	4850	1,122	8	0
,,	4850	,,	,,	4900	1,127	8	0
,,	4900	,,	,,	4950	1,132	8	0
,,	4950	,,	,,	5000	1,137	8	0
,,	5000	,,	,,	5050	1,142	8	0
,,	5050	,,	,,	5100	1,147	8	0
,,	5100	,,	,,	5150	1,152	8	0
,,	5150	,,	,,	5200	1,157	8	0
,,	5200	,,	,,	5250	1,162	8	0
,,	5250	,,	,,	5300	1,167	8	0
,,	5300	,,	,,	5350	1,172	8	0
,,	5350	,,	,,	5400	1,177	8	0
,,	5400	,,	,,	5450	1,182	8	0
,,	5450	,,	,,	5500	1,187	8	0
,,	5500	,,	,,	5550	1,192	8	0
,,	5550	,,	,,	5600	1,197	8	0
,,	5600	,,	,,	5650	1,202	8	0
,,	5650	,,	,,	5700	1,207	8	0
,,	5700	,,	,,	5750	1,212	8	0
,,	5750	,,	,,	5800	1,217	8	0
,,	5800	,,	,,	5850	1,222	8	0
,,	5850	,,	,,	5900	1,227	8	0
,,	5900	,,	,,	5950	1,232	8	0
,,	5950	,,	,,	6000	1,237	8	0
,,	6000	,,	,,	6050	1,242	8	0
,,	6050	,,	,,	6100	1,247	8	0
,,	6100	,,	,,	6150	1,252	8	0
,,	6150	,,	,,	6200	1,257	8	0
,,	6200	,,	,,	6250	1,262	8	0
,,	6250	,,	,,	6300	1,267	8	0
,,	6300	,,	,,	6350	1,272	8	0
,,	6350	,,	,,	6400	1,277	8	0
,,	6400	,,	,,	6450	1,282	8	0
,,	6450	,,	,,	6500	1,287	8	0
,,	6500	,,	,,	6550	1,292	8	0
,,	6550	,,	,,	6600	1,297	8	0
,,	6600	,,	,,	6650	1,302	8	0
,,	6650	,,	,,	6700	1,307	8	0
,,	6700	,,	,,	6750	1,312	8	0
,,	6750	,,	,,	6800	1,317	8	0
,,	6800	,,	,,	6850	1,322	8	0
,,	6850	,,	,,	6900	1,327	8	0
,,	6900	,,	,,	6950	1,332	8	0
,,	6950	,,	,,	7000	1,337	8	0

II. For every succeeding 24 hours or part thereof, Rs. 200.

Note.—The period of 24 hours counts from the time the entrance caisson is placed in position after the vessel has entered. The period of occupation ends when the vessel has cleared the dock entrance when leaving.

Proviso.—If the dock is required for another vessel, a vessel that has already occupied it for 72 hours must immediately vacate or pay a fresh fee, calculated according to the table on her gross tonnage for the first 24 hours, for every 24 hours or part thereof that she remains in occupation.

III. *Night-work.*—For docking or undocking between the hours of 6 p.m. and 6 a.m. an extra charge of Rs. 100 will be made.

IV. *Sundays and Holidays.*—For undocking at any time between 6 a.m. and 6 p.m. on Sundays or authorised holidays an extra fee of Rs. 100 *plus* actual extra expenses will be charged.

For docking on Sundays or holidays an extra fee of Rs. 100, in addition to the usual rate, *plus* actual extra expenses will be charged.

Note.—In case of genuine emergency, such as a vessel being in danger, the extra fees for docking on Sundays and holidays are not leviable.

V. When work on scraping, painting, or repairs is actually done on vessels in dock on Sundays or holidays, the usual charge will be made according to the period of occupation; otherwise Sundays and authorised holidays will be allowed free.

VI. A vessel engaging the dock and not using it will be charged Rs. 300.

VII. The foregoing scale of charges, &c., will be in force for one year from 1st July 1894, when the charges will be subject to further revision.

F. G. DUMAYNE, Secretary.

NOTE.

The Trustees do not undertake the work of cleaning, painting and repairing vessels themselves, but they issue licenses to approved persons to carry on such work in the dock, and the following are the rates quoted by licensees, at this date for scraping and painting up to light load-line with two coats of genuine Rahtjen's composition (Nos. 1 and 3) and one coat of boot-topping.

Vessels of	2000 to 3000	ton ...	...	7	annas a ton.
„	3000 to 4000	„ ...	...	6	„ „
„	4000 to 5000	„ ...	...	5	„ „
„	5000 to 6000	„ ...	...	4½	„ „
	6000	„ and over	...	4	„ „

According to these rates the cost of docking, scraping, and painting, and undocking, including hire of dock for 24 hours, would be as follows :—

	Dry Dock charges.	Scraping and painting.	Total.	Converted into sterling at 1s. 1d. per rupee.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	£. s. d.
Vessel of 4000 tons ...	1,037 8 0	1,250 0 0	2,287 8 0	123 18 1
„ of 5000 tons ...	1,137 8 0	1,406 4 0	2,543 12 0	137 15 8
„ of 6000 tons ...	1,237 8 0	1,500 0 0	2,737 8 0	148 5 7

APPENDIX MM.

PARTICULARS OF COUNTS OF COTTON YARNS EXPORTED FROM BOMBAY.

No. C-15082 of 1894.

Bombay Custom House, 20*th December* 1894.

From J. M. Campbell, Esq., I.C.S., C.I.E., Collector of Land Revenue, Customs and Opium, Bombay, to the Chairman, Bombay Chamber of Commerce.

Sir,—I have the honour to inform you that the Millowners' Association of Bombay have applied to me to arrange to obtain from exporters in future the exact counts of cotton yarns passing through this Custom House for export, alleging as grounds for their request that information in a detailed form would be of great service to all interested in trade, and offering every assistance, from the members of their Association in carrying out the suggestion.

2. I am ready to take steps to procure the information required by addressing the Commissioner with a view to arranging under his orders for the entry of the required particulars in the Shipping bills.

3. Before referring the matter for that purpose I would invite an expression of the opinion of your Chamber on the proposal which has been made to me.—I have, &c.,

R. E. ENTHOVEN,
For Collector of Land Revenue, Customs and Opium.

Bombay Chamber of Commerce, 28*th December* 1894.

The Collector of Land Revenue, Customs and Opium, Bombay.

Sir,—Having submitted to the Committee of the Chamber your letter No. C/15082 of the 20th instant, I am directed to say that they approve of the suggestion made by the Bombay Millowners' Association and would be glad if arrangements could be made to obtain from exporters in future the exact counts of cotton yarns passing through the Custom House for export.

There seems no reason moreover why imports should not be treated in the same way.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX NN.

PROPOSED INTRODUCTION OF GRAIN ELEVATORS INTO INDIA.

No. 41 of 1894.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *3rd January* 1894.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the letters from this Government Nos. 748 and 1270, dated respectively 29th January and 18th February 1890 on the subject of the proposed introduction of grain elevators into India I am directed to forward for the information of the Chamber copy of a Resolution of the Government of India, Revenue and Agricultural Department, Agriculture, No. 39-50 dated 20th October 1893 and of the volume accompanying it.—I have, &c.,

W. L. HARVEY,
Under Secretary to Government.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture, No. $\frac{39}{50}$, *dated Simla, the 20th October* 1893.

READ—

The following despatches from Her Majesty's Secretary of State for India :—

Despatch from Her Majesty's Secretary of State for India, No. 83, dated 27th September 1888, and enclosures.

Despatch from Her Majesty's Secretary of State for India, No. 3, dated 10th January 1889, and enclosure.

Despatch from Her Majesty's Secretary of State for India, No. 62 (Revenue), dated 4th July 1889, and enclosures.

Despatch from Her Majesty's Secretary of State for India, No. 116 (Revenue), dated 28th November 1889, and enclosures.

Despatch from Her Majesty's Secretary of State for India No. 128 (Revenue), dated 26th December 1889, and enclosures.

Despatch from Her Majesty's Secretary of State for India, No. 90 (Revenue), dated 13th November 1890.

Despatch from Her Majesty's Secretary of State for India, No. 7 (Revenue), dated 22nd January 1891, and enclosures.

Despatch from Her Majesty's Secretary of State for India, No. 1 (Revenue), dated 14th January 1892, and enclosure.

READ also—

A Volume of papers dealing with Indian wheat impurities and the formation of a "Grain Cleaning and Elevator Company" for India.

RESOLUTION.

1. It has been acknowledged for some years past that the Indian wheat sold in England is very impure, and that both the bulk of the trade and the profits of the growers are injuriously affected in consequence. The matter has received the attention of the Secretary of State and the Government of India, and the volume of selections above quoted contains the result of the enquiries instituted on the subject.

2. In wheat exported from India a considerable percentage of extraneous matter has always been accepted by the trade. Up to 1889 the practice was that on arrival in England samples were taken from the various shipments, and an average quality was deduced from these by the Corn Trade Association, and made generally known; and all the wheat sold during the month was represented as of 'fair average quality.' This system saved a great deal of trouble to home dealers, but it obviously placed no check on the amount of impurity that may be mixed with the imported wheat.

3. Owing to the system of threshing and storing wheat in this country and to the practice of sowing wheat mixed with other crops, a certain amount of impurity must always be found in the grain before it leaves the grower's hands; but it is plain from the information now published that a large portion of the impurities in the wheat which is sold in England is inserted intentionally after the grain has left the threshing floor. It was for some time contended that in order to stop the practice of intentional adulteration, Indian wheat should be subjected on arrival in England to some test of purity similar to that applied to other foreign wheats, and the Liverpool Chamber of Commerce arranged for a maximum 'refraction' of 2 per cent. A conference was held by the Secretary of State in May 1889, and the London Chamber agreed to the principle involved so far as to fix rates for the various kinds of wheat; but the amount of impurity allowed still ranges from 4 to 7 per cent. and the Chamber have refused to reduce the percentage.

4. So far, therefore, the attempt to induce the home dealers to move has been only partially successful. Dr. Voelcker in his recent report on the improvement of Indian Agriculture states his opinion that, failing voluntary help from the trade, legislation may be found necessary, and various proposals have from time to time been made for the introduction of enactments to ensure the purity of exported wheat. The mercantile community are, however, averse to legislative measures and the Government of India are of opinion that things have not reached a stage at which legislation would be justifiable.

5. There remains the possibility of adopting a medium course by which private enterprise shall be subsidized in order to secure the purity of wheat before it leaves the country. It has been proposed that the Government should, with this object in view, give its active support to the introduction of the American elevator system; and a despatch of the 28th November 1889 from the Secretary of State forwarded a letter from Mr. J. G. Smith, of Messrs. Ritchie Steuart and Co., suggesting the formation of a "Grain-Cleaning and Elevator Company," and asking for the assistance of Government in several

directions. The suggestions themselves, and the opinion upon them of the Civil officers, mercantile associations and railway authorities consulted will be found in detail in the volume of selections.

6. Though it was not the immediate object of the proposed Company to introduce elevating machinery on any such complete plan as that adopted in America, they desired to test at a few centres the more important practices of the American system, such as the cleaning of wheat by machinery, the grading of wheat by responsible officers, and the storing of wheat in safe and convenient places. Their scheme differed little from those discussed in the Government of India's Resolution No. 6—228-244 of 30th August 1879, or from that put forward in 1883 by Messrs. Reinhold of Cawnpore; but having been considered on its own merits, it has, on the same grounds as the schemes previously considered, been held to be unworkable under Government direction or guidance.

7. The idea that cultivators and local dealers should be induced to bring their wheat to the Company's premises to be cleaned by machinery has not found much support. It has been pointed out that the cultivator can supply very much cleaner grain, and that if any further cleaning is demanded, he could probably effect it on his own threshing floor much more cheaply than any machine at a central granary. It has also been noted by many of those consulted that the further cleaning of wheat is of very little use until the home dealers agree to ensure a better price for cleaned than for dirty wheat. Other considerations have been put forward such as the chance of adulteration *en route* to the ports, the difficulty of providing against damage by weevil on the voyage to England and the necessity under any circumstances of further cleaning before use in English mills. If the attempt to remove the premium offered on the export of dirt to England is successful, the Government would be glad to see efforts made by private enterprise to provide cheap and convenient means of cleaning wheat; but would not feel justified in fostering trade in wheat any more than any other commercial ventures, by granting subsidies in support of private action.

8. It is in the *grading* of wheat, however, that the aid Government has been specially invited. The proposed system requires that grain received at the Company's premises shall be tested and divided into grades; that all grain of the same grade should be stored in the same warehouse; that the owner should be furnished with a certificate of the grading, which he may use as a negotiable instrument in place of transferring the actual wheat. Finally, the promoters of the scheme anticipate that if proper precautions are taken, the certificates may be accepted by the home market, and that the uncertainty entailed by the present system may be avoided.

The suggested scheme could not eliminate the difficulties involved by adulteration or by damage from weevil *en route* to England, but even if these were surmounted, it is feared that it would be found far less easy to work than in America or Russia, owing to the smaller scale of individual cultivation, the ultra-conservative habits of both cultivators and middlemen, and the numerous varieties of wheat requiring classification. The Government could not consent

either to allow their officers to countersign certificates made out by persons other than their own servants, or to provide official agency for the purpose of classifying grain. They are disposed to think that if the scheme is to be worked at all, measures for the grading of wheat must be arranged by a combination of the leading merchants at the seaports.

9. It is doubtful, however, whether the mercantile classes in India are likely to appreciate the advantages of public warehousing. Their instincts are apparently in favour of more confidential methods of dealing; their stocks are not as a rule collected at commercial centres, and their existing system of open-air or pit storage is less expensive than; and in the opinion of many as efficient as, any public storage on advanced lines could be. Without endorsing all the objections which the dealers urge against the system advocated, the Government of India are afraid that there is little chance of securing for it much support at present, and would prefer to wait until the expansion of local and bonded warehouses under the charge of municipal and other bodies has familiarized the public with the warehouse system.

10. On the whole, therefore, the proposal that the State should subsidize a Company for the cleaning, grading, and storing of wheat, or for any one of these purposes, does not commend itself to the Government of India. This being the case, it seems unnecessary to discuss the subordinate advantages claimed for the scheme put forward, such as the certified weighment of goods, the substitution of bulk for bags, and so forth. Nor is it necessary to notice the form which possible concessions by Government would take, especially as some of those suggested by Mr. J. G. Smith are, as pointed out in the papers, quite impracticable. The Government of India are unwilling to do anything that would stand in the way of the introduction either of the American elevator system or of any modified form of it; but they hold with most of the commercial associations consulted that the promotion of such a system must be left to private enterprise and that it cannot be introduced or subsidised by the State.

ORDER.—Ordered, that the above Resolution, with copies of the volume referred to in the preamble, be forwarded to the Local Governments and Administrations and Officers noted on the margin for information.

The Governments of Madras, Bombay, Bengal, North-Western Provinces and Oudh, and the Punjab.

The Chief Commissioners, Central Provinces, Burma, Assam, Ajmere and Coorg.

The Secretary for Berar to the Resident, Hyderabad.

The Inspector General of Forests to the Government of India.

The Agricultural Chemist to the Government of India.

The Reporter on Economic Products to the Government of India.

Ordered also, that copy of the Resolution and volume be forwarded to the Foreign Department for communication to Political Officers and to the Departments of Finance and Commerce and Public Works for information.

[True extract.]

E. C. BUCK, Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 17*th January* 1894.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 41 of the 3rd instant, and to convey to you the thanks of the Committee of the Chamber for the papers which accompanied it on the subject of the proposed introduction of Grain Elevators into India.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX OO.

INTERNATIONAL CONGRESS OF HYGIENE AND DEMOGRAPHY.

BUDAPEST, 30*th November* 1893.

To the SECRETARY, CHAMBER OF COMMERCE, Bombay.

SIR,—We have the honour to announce for the information of your Chamber of Commerce, that in conformity with the resolution of the previous Congress the Eighth International Congress of Hygiene and Demography will be held at Budapest in the autumn of 1894. The Organizing Committee venture to express the hope that as on the occasion of the Seventh Congress held in London in 1891 your Chamber will lend their valuable aid by appointing delegates. In the even of its being found impossible to send delegates from India specially to attend the Congress, the Organizing Committee would respectfully suggest that representatives be chosen from among the many suitable persons of tropical experience now resident in England. Probably some delegates could be selected from gentlemen coming to Europe on leave next year.

As a matter of special interest to India we have further to inform you that in accordance with the Resolutions of the Seventh Congress, a Tropical Section has been constituted for the purpose of considering the origin and prevention of Tropical Diseases and other problems of Hygiene and Demography specially affecting the torrid regions of the globe.

The Direction of the Congress has appointed Surgeon-Major Theodore Duka, M. D., F. R. C. S., of the Bengal Army (retired) to be President and Dr. Isambard Owen and Mr. S. Digby Honorary Secretaries of the Section.

The subjects selected for consideration by the Section are the following:—Cholera, Dysentery and Specific Diarrhœa, Malaria, Yellow Fever, Leprosy, Tropical affections of the Liver, Elephantiasis, Beriberi, Yaws, The Influence of Tropical Climates on persons of European descent. Tropical colonization, Tropical Dietetics; the use of Alcoholic Liquors in the Tropics. The effects of Opium and other Narcotics used in tropical countries.—We are, &c.,

C. MULLER, General-Secretary.

BOMBAY CHAMBER OF COMMERCE, 13*th February* 1894.

The PRESIDENT INTERNATIONAL CONGRESS of HYGIENE and DEMOGRAPHY, Budapest.

DEAR SIR,—I am directed to acknowledge the receipt of your circular letter No. 346 of 30th November 1893. The Committee of the Chamber do not, at present, think it likely that they will find occasion to appoint a delegate to the International Congress of Hygiene and Demography to be held in Budapest in the autumn of this year; but should they change their views in this respect, will have much pleasure in communicating with you later on.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX PP.

DEFACEMENT OF POSTAGE STAMPS.

No. 2941-S.R.

FINANCE AND COMMERCE DEPARTMENT,

SEPARATE REVENUE.

POST OFFICE.

General Matters.

SIMLA, *8th June* 1894.

Whereas it has been found necessary for the prevention of the fraudulent employment of previously used stamps to provide that postage stamps defaced before posting by the impression of rubber or other stamps shall not be recognised by the Post Office in payment of postage,

The Governor General in Council has been pleased to frame the following rule under section 63 of the Indian Post Office Act, 1866, and to direct that it shall be substituted for the rule published in Notification of the Government of India in the Finance and Commerce Department No. 3552,* dated the 16th October 1885, with effect from the 1st day of November 1894 :

'XLIX. The postage of a letter, newspaper, or other article shall not be deemed to be prepaid by means of a proper stamp.—

(*a*) if the stamp is a stamp which has not been provided for use as a postage stamp under section 36 of the Indian Post Office Act, 1866 ; or

(*b*) if the stamp has been obliterated, defaced, torn, cut, or otherwise rendered imperfect ; or

(*c*) if the stamp has upon it any word, letter, figure, or design printed or impressed upon it, otherwise than by the authority of Government, before posting ; or

(*d*) if the stamp has been cut or otherwise separated from an embossed envelope or from a post-card ; or

(*e*) if the stamp is on an embossed envelope, and that envelope is used as a wrapper for a newspaper, or is wholly or partly cut open ;

Provided that nothing in this rule is intended to prevent the perforation of postage stamps with initials traced in minute holes.'

STEPHEN JACOB,
Offg. Secretary to the Government of India.

* Republished at page 1239 of Part I of the *Bombay Government Gazette*, dated 22nd October 1885.

APPENDIX QQ.

RELATIVE VALUES BETWEEN BAR SILVER AND MEXICAN DOLLARS IN 1893.

HONGKONG GENERAL CHAMBER OF COMMERCE,
HONGKONG, *27th February*, 1894.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I have much pleasure, by direction of my Committee, in bringing to your notice the accompanying very comprehensive tables compiled by Mr. T. E. Sansom of the Chartered Bank of India, Australia, and China, shewing the relative values that have existed between Bar Silver and Mexican Dollars during the year 1893.

The coinage of a British Dollar is at present the subject of such wide-spread discussion, and the advantages of such a coinage so strongly advocated in many quarters, that my Committee think the above tables, which are so well calculated to throw additional light on the question, cannot but prove interesting to you.—I am, &c.,

F. HENDERSON, Secretary.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
HONGKONG, *12th February*, 1894.

Table showing the actual price of Bar Silver per standard ounce, and Mexican Dollars per ounce, during the year 1893, the metallic value of Mexican Dollars per ounce, and their cheapness or dearness as compared with their intrinsic worth—the cost of coinage excluded.

Date.	Price of Bar Silver per Ounce Standard in London.	Price of Mexican Dollars per Ounce in London.	Value of Mexican Dollars per Ounce at price of Standard Bar Silver.	Price of Mexican Dollars per Ounce, cheaper than their metallic value.	Price of Mexican Dollars per Ounce, dearer than their metallic value.	Mexican Dollars cheaper than their metallic value per cent.	Mexican Dollars dearer than their metallic value per cent.
1893.	*pence.*	*pence.*	*pence.*	*pence.*	*pence.*	*pence %*	*pence%*
Jan. 2	38 5/16	37 ¼	37·28	·03	...	·08	...
„ 3	38 3/16	37 1/16	37·16	·09	...	·25	...
„ 9	38⅛	37 1/16	37·10	·04	...	·10	...
„ 11	38 5/16	37 5/16	37·28	...	·03	...	·09
„ 12	38¼	37¼.....	37·22	...	·03	...	·08
„ 13	38 3/16	37 3/16	37·16	...	·03	...	·07
„ 14	38¼	37¼	37·22	...	·03	...	·08
„ 18	38 3/8	37 5/16	37·34	·03	...	·07	...
„ 20	38½	37 7/16	37·46	·02	...	·06	...

Date.	Price of Bar Silver per Ounce Standard in London.	Price of Mexican Dollars per Ounce in London.	Value of Mexican Dollars per Ounce at price of Standard Bar Silver.	Price of Mexican Dollars per Ounce, cheaper than their metallic value.	Price of Mexican Dollars per Ounce dearer than their metallic value.	Mexican Dollars cheaper than their metallic value per cent.	Mexican Dollars dearer than their metallic value per cent.
1893.	*pence.*	*pence.*	*pence.*	*pence.*	*pence.*	*pence%*	*pence%*
Jan. 24	38 7/16	37 7/16	37·40	...	·04	...	·10
„ 26	38¼	37 7/16	37·46	·02	...	·06	...
„ 27	38 9/16	37 9/16	37·52	...	·04	...	·11
„ 28	38 7/16	37⅜	37·40	·03	...	·07	...
Feb. 1	38 5/16	37⅜	37·28	...	·09	...	·26
„ 2	38¼	37¼	37·22	...	·03	...	·08
„ 6	38 3/8	37 5/16	37·34	·03	...	·08	...
„ 13	38 5/16	37 5/16	37·28	...	·03	...	·09
„ 16	38 7/16	37 7/16	37·40	...	·04	...	·10
„ 17	38½	37½	37·46	...	·04	...	·11
„ 21	38 3/8	37⅜	37·34	...	·04	...	·10
„ 23	38 5/16	37 5/16	37·28	...	·03	...	·09
„ 28	38 3/8	37⅜	37·34	...	·04	...	·10
Mar. 3	38 5/16	No quotation ...	37·28	...	...	...	...
„ 6	38¼	37¼	37·22	...	·03	...	·08
„ 8	38 3/16	No quotation ...	37·16	...	...	...	...
„ 10	38¼	37¼	37·22	...	·03	...	·08
„ 13	38¼	37 5/16	37·22	...	·09	...	·25
„ 15	38 3/16	37 3/16	37·16	...	·03	...	·08
„ 20	37⅞	No quotation ...	36·73	...	...	...	...
„ 21	37⅝	36¾	36·61	...	·14	...	·38
„ 22	37 9/16	37 market bare..	36·55	...	·45	...	1·22
„ 23	37⅝	37⅜	36·61	...	·52	...	1·39
„ 24	37⅛	37¼ market bare.	36·85	...	·40	...	1·08
„ 25	37 13/16	37 5/16	36·79	...	·52	...	1·41
„ 27	37⅞	37 5/16	36·85	...	·46	...	1·24

Date.	Price of Bar Silver per Ounce Standard in London.	Price of Mexican Dollars per Ounce in London.	Value of Mexican Dollars per Ounce at price of Standard Bar Silver.	Value of Mexican Dollars per Ounce, cheaper than their metallic value.	Price of Mexican Dollars per Ounce, dearer than their metallic value.	Mexican Dollars cheaper than their metallic value per cent.	Mexican Dollars dearer than their metallic value per cent.
1893.	*pence.*	*pence.*	*pence.*	*pence.*	*pence.*	*pence %*	*pence %*
Mar. 28	38	37⅜	36·97	...	·40	...	1·08
Apri. 4	38 1/16	37⅜	37·03	...	·34	...	.92
„ 5	38	37⅜	36·97	...	·41	...	1·09
„ 6	37⅞	37¼	36·85	...	·40	...	1·08
„ 7	37 15/16	37¼	36·91	...	·34	...	·92
„ 8	38	37⅜	36·97	...	·40	...	1·08
„ 12	38	No quotation ...	36·97	...	...	...	...
„ 13	37 15/16	37¼	36·91	...	·34	...	·92
„ 16	38	37⅜	36·97	...	·41	...	1·09
„ 19	38 1/16	37⅜ market bare.	37·03	...	·35	...	.92
„ 20	38	37 7/16	36·97	...	·47	...	1·26
„ 25	38 1/16	37½	37·03	...	·47	...	1·27
„ 27	38 3/16	37 7/16.....	37·16	...	·28	...	·75
„ 28	38¼	37½	37·22	...	·28	...	·75
May. 1	38¼	37⅝	37·46	...	·29	...	·76
„ 2	38 9/16	37⅝	37·52	...	·23	...	·61
„ 4	38⅜	37½	37·34	...	·16	...	·43
„ 5	38 5/16	37⅜	37·28	...	·35	...	·92
„ 6	38⅜	37½	37·34	...	·16	...	·43
„ 8	38 7/16	37⅝	37·40	...	·23	...	·61
„ 11	38¼	37½	37·22	...	·28	...	·75
„ 15	38	37½	36·97	...	·53	...	1·41
„ 16	37⅝	37¼	36·61	...	·64	...	1·73
„ 17	37¾	No quotation ...	36·73	...	...	...	...
„ 18	37⅞	37⅜	36·85	...	.53	...	1·42

Date.	Price of Bar Silver per Ounce Standard in London.	Price of Mexican Dollars per Ounce in London.	Value of Mexican Dollars per Ounce at price of Standard Bar Silver.	Price of Mexican Dollars per Ounce, cheaper than their metallic value.	Price of Mexican Dollars per Ounce, dearer than their metallic value.	Mexican Dollars cheaper than their metallic value per cent.	Mexican Dollars dearer than their metallic value per cent.
1893.	*pence.*	*pence.*	*pence.*	*pence.*	*pence.*	*pence %*	*pence %*
May. 23	37 13/16	37⅜	36·79	...	·59	...	1·58
„ 24	37¾	37¼	36·73	...	·52	...	1·40
„ 25	37¾	37¼	36·73	...	·52	...	1·40
„ 29	37 11/16	37¼	36·67	...	·58	...	1·57
June 1	37¾	37¼	36·73	...	·52	...	1·40
„ 2	37⅞	37¼	36·85	...	·40	...	1·08
„ 5	37 15/16	37 5/16	36·91	...	·40	...	1·08
„ 6	38	37⅜	36·97	...	·40	...	1·08
„ 7	38½	37⅜	37·43	·06	...	·15	...
„ 9	38¼	37⅜	37·22	...	·16	...	·42
„ 12	38⅜	37⅜	37·34	...	·04	...	·09
„ 13	38¾	37½	37·70	·20	...	·54	...
„ 14	38⅜	37½	37·34	...	·16	...	·43
„ 15	38½	37½	37·43	...	·07	...	·18
„ 16	38¾	37¾	37·70	...	·05	...	·13
„ 17	38 13/16	37 13/16	37·76	...	·05	...	·14
„ 20	38½	37½	37·43	...	·07	...	·18
„ 21	38¼	37⅜	37·22	...	·16	...	·41
„ 22	37⅞	37¼	36·85	...	·40	...	1·08
„ 24	37¼	37 nominal	36·24	...	·76	...	2·05
„ 26	36	35⅓ nominal ...	35·03	...	·47	...	1·32
„ 27	35	34⅝	34·06	...	·44	...	1·27
„ 28	33	34	32·11	...	1·89	...	5·56
„ 29	30½	31½	29·68	...	1·82	...	5·78
„ 30	32	None offering ...	31·14	...	...	...	...

Date.	Price of Bar Silver per Ounce Standard in London.	Price of Mexican Dollars per Ounce in London.	Value of Mexican Dollars per Ounce at price of Standard Bar Silver.	Price of Mexican Dollars per Ounce, cheaper than their metallic value.	Price of Mexican Dollars per Ounce, dearer than their metallic value.	Mexican Dollars cheaper than their metallic value per cent.	Mexican Dollars dearer than their metallic value per cent.
1893.	*pence.*	*pence.*	*pence.*	*pence.*	*pence.*	*pence%*	*pence%*
July 1	33¼	No quotation ...	32·60	...	...	...	...
„ 3	34	34 nominal	33·08	...	·92	...	2·71
„ 4	34⅛	34¼ nominal.....	33·69	...	·81	...	2·35
„ 6	34¼	None offering ...	33·57	...	...	...	...
„ 7	33¼	None offering ...	32·60	...	...	...	...
„ 8	33	None offering ...	32·11	...	...	...	...
„ 10	33⅜	None offering ...	32·47	...	...	...	...
„ 11	33⅛	No quotation ...	32·23	...	...	...	...
„ 12	33	Market bare ...	32·11	...	...	...	...
„ 13	33⅛	None offering ...	32·23	...	...	...	...
„ 14	33¼	34	32·60	...	1·40	...	4·12
„ 15	33⅛	34⅛ nominal.....	32·72	...	1·90	...	5·43
„ 17	33¾	34¾	32·84	...	1·91	...	5·46
„ 18	33⅜	34½	32·47	...	2·03	...	5·88
„ 19	33	34½	32·11	...	2·39	...	6·93
„ 20	32¾	34	31·87	...	2·13	...	6·27
„ 21	32¼	No quotation A.	31·38	...	...	...	...
„ 22	32⅛	...	31·26	...	...	...	...
„ 24	...	Bare	...	...	...	...	...
„ 25	32 7/16	No quotation ...	31·56	...	...	...	...
„ 26	32⅜	No quotation ...	31·50	...	...	...	...
„ 27	32½	No quotation B..	31·62	...	...	...	...
Aug. 1	32¾	Bare	31·87	...	...	...	...

A. Business done account Hongkong during preceding week at 1d. per oz. over silver=5½ % prem.

B. During preceding week market bare at 1d. per oz. over Silver=5½ % prem.

Date.	Price of Bar Silver per Ounce Standard in London.	Price of Mexican Dollars per Ounce in London.	Value of Mexican Dollars per Ounce at price of Standard Bar Silver.	Price of Mexican Dollars per Ounce, cheaper than their metallic value.	Price of Mexican Dollars per Ounce, dearer than their metallic value.	Mexican Dollars cheaper than their metallic value per cent.	Mexican Dollars dearer than their metallic value per cent.
1893.	*pence.*	*pence.*	*pence.*	*pence.*	*pence.*	*pence%*	*pence%*
Aug. 3	33¼	No quotation A.	32·35	...	...	...	...
„ 5	33½	No quotation ...	32·60	...	...	...	...
„ 8	34	No quotation ...	33·08	...	...	...	...
„ 9	34½	34 none offering.	33·57	...	·43	...	1·27
„ 10	34⅜	No quotation ...	33·81	...	...	...	...
„ 11	34½	35 B	33·57	...	1·43	...	4·09
„ 12	34½	34⅜	33·57	...	·81	...	2·35
„ 14	33¾	34	32·84	...	1·16	...	3·41
„ 15	33½	33½ nominal.....	32·60	...	1·15	...	3·40
„ 17	33⅛	None offering ...	32·72	...	...	...	...
„ 18	33¾	33¾	32·84	...	·91	...	2·68
„ 19	34	No quotation ...	33·08	...	...	...	...
„ 21	34½	34 nominal	33·33	...	·67	...	2·00
„ 22	34⅜	34¼.....	33·81	...	·44	...	1·30
„ 23	34⅞	34⅜	33·93	...	·45	...	1·31
„ 24	34⅝	34⅓.....	33·69	...	·44	...	1·30
„ 25	34	34	33·08	...	·92	...	2·71
„ 28	34	No quotation ...	33·08	...	...	...	...
„ 29	33	33¾	32·11	...	1·64	...	4·82
„ 30	34½	33½	33·57	·07	...	·21	...
Sept. 1	34	33½	33·08	...	·42	...	1·26
„ 2	33⅞	33½	32·96	...	·54	...	1·61
„ 7	34 1/16	34 nominal	33·14	...	·86	...	2·53

A. During preceding week trifling amount secured at 1*d.* per oz. over silver = 5½ % prem.

B. During preceding week none obtainable.

Date.	Price of Bar Silver per Ounce Standard in London.	Price of Mexican Dollars per Ounce in London.	Value of Mexican Dollars per Ounce, at price of Standard Bar Silver.	Price of Mexican Dollars per Ounce, cheaper than their metallic value.	Price of Mexican Dollars per Ounce, dearer than their metallic value.	Mexican Dollars cheaper than their metallic value per cent.	Mexican Dollars dearer than their metallic value per cent.
1893.	*pence.*	*pence.*	*pence.*	*pence.*	*pence*	*pence%*	*pence%*
Sept. 8	34¼	33¾	33·33	...	·42	...	1·24
„ 9	34⅜	34	33·45	...	·55	...	1·62
„ 11	34½	34	33·57	...	·43	...	1·26
„ 13	34¼	33¾	33·33	...	·42	...	1·24
„ 14	34⅛	33⅝	33·20	...	·43	...	1·25
„ 15	34¼	No quotation ...	33·33	...	...	...	...
„ 16	34¼	33¾	33·33	...	·42	...	1·24
„ 18	34½	33⅞	33·57	...	·31	...	·90
„ 19	34½	34	33·57	...	·43	...	1·26
„ 20	34¼	33¾	33·33	...	·42	...	1·24
„ 21	34	33⅝	33·08	...	·55	...	1·60
„ 22	33⅞	33½	32·96	...	·54	...	1·62
„ 26	34⅛	33⅝	33·20	...	·43	...	1·25
„ 29	34⅛	33¾	33·20	...	·55	...	1·62
Oct. 2	33⅞	33⅝	32·96	...	·67	...	1·96
„ 10	33 15/16	33¾	33·02	...	·73	...	2·15
„ 11	33⅞	33¾	32·96	...	·79	...	2·32
„ 12	33¾	33¾	32·84	...	·91	...	2·70
„ 13	33⅝	33⅝	32·72	...	·91	...	2·66
„ 18	33¾	No quotation ...	32·84	...	...	...	...
„ 19	33¾	No quotation ...	32·84	...	...	...	...
„ 23	33⅞	33¾	32·96	...	·79	...	2·32
„ 24	33 15/16	33¾	33·02	...	·73	...	2·15
„ 25	33¾	33¾	32·84	...	·91	...	2·70
„ 26	33 7/16	33½	32·54	...	·96	...	2·87

Date.	Price of Bar Silver per Ounce Standard in London.	Price of Mexican Dollars per Ounce in London.	Value of Mexican Dollars per Ounce at price of Standard Bar Silver.	Price of Mexican Dollars per Ounce, cheaper than their metallic value.	Price of Mexican Dollars per Ounce, dearer than their metallic value.	Mexican Dollars cheaper than their metallic value per cent.	Mexican Dollars dearer than their metallic value per cent.
1893.	*pence.*	*pence.*	*pence.*	*pence.*	*pence*	*pence%*	*pence%*
Oct. 27	33¼	33¼	32·35	...	·90	...	2·73
„ 28	33⅛	33	32·23	...	·77	...	2·33
„ 30	32	32¼ nominal.....	31·14	...	1·11	...	3·47
„ 31	31½	31½	30·65	...	·85	...	2·70
Nov. 2	32	32	31·14	...	·86	...	2·70
„ 3	32	32 none offering	31·14	...	·86	...	2·70
„ 4	32⅛	32⅛	31·26	...	·87	...	2·70
„ 6	32½	32⅜	31·62	...	·76	...	2·36
„ 7	32⅝	32 9/16.....	31·74	...	·82	...	2·50
„ 8	32⅞	32⅞	31·87	...	·88	...	2·67
„ 9	32⅝	32⅝ nominal.....	31·74	...	·89	...	2·68
„ 11	32 5/16	32 5/16 nominal.	31·44	...	·87	...	2·72
„ 13	32¼	32¼ nominal.....	31·38	...	·87	...	2·72
„ 14	32	32⅛ nominal.....	31·14	...	·99	...	3·08
„ 17	32⅜	No quotation ...	31·50	...	...	...	...
„ 18	32⅞	No quotation ...	31·87	...	...	...	...
„ 20	32¼	32¼.....	31·38	...	·87	...	2·72
„ 23	32 7/16	32¼ none offering	31·56	...	·69	...	2·16
„ 24	32⅜	No quotation ...	31·50	...	...	...	...
„ 25	32⅛	32⅛ nominal ...	31·26	...	·87	...	2·70
„ 29	32	No quotation ...	31·14	...	...	...	...
Dec. 1	31 15/16	32⅜	31·08	...	1·30	...	4·05
„ 2	31 15/16	32¼ very scarce...	31·08	...	1·17	...	3·65
„ 5	32 1/16	No quotation ...	31·20	...	...	...	...
„ 7	32¼	32⅜.....	31·38	...	1·00	...	3·11

Date.	Price of Bar Silver per Ounce Standard in London.	Price of Mexican Dollars per Ounce in London.	Value of Mexican Dollars per Ounce at price of Standard Bar Silver.	Price of Mexican Dollars per Ounce, cheaper than their metallic value.	Price of Mexican Dollars per Ounce, dearer than their metallic value.	Mexican Dollars cheaper than their metallic value per cent.	Mexican Dollars dearer than their metallic value per cent.
1893.	*pence.*	*pence.*	*pence.*	*pence.*	*pence.*	*pence%*	*pence%*
Dec. 8	32	32⅜	31·14	...	1·24	...	3·86
„ 18	32⅛	32¼	31·26	...	1·00	...	3·09
„ 19	32¼	32⅜	31·38	...	·87	...	2·72
„ 21	32⅛	32⅛	31·26	...	·87	...	2·70
„ 28	31⅞	31⅞	30·89	...	·99	...	3·08
„ 29	31½	31½	30·65	...	·85	...	2·70

T. E. SANSOM.

LEGISLATIVE ENACTMENTS.

GOVERNMENT OF BOMBAY ACTS.

Bombay Act No. I of 1894—An Act to further amend the law relating to municipal government of the City of Bombay.

Act No. II of 1894—An Act to amend the law in force in the Peint Territory, in the Bombay Presidency.

GOVERNMENT OF INDIA ACTS.

Act No. I of 1894—An Act to amend the law for the Acquisition of Land for public purposes and for Companies.

Act No. II of 1894—An Act to amend the Indian Ports Act, 1889.

Act No. III of 1894—An act to amend the Code of Criminal Procedure, 1882, and the Indian Penal Code.

Act No. IV of 1894—An Act to repeal certain obsolete Enactments and to amend certain other Enactments.

Act No. V of 1894—An Act to amend the Code of Civil Procedure.

Act No. VI of 1894—An Act to amend the Indian Stamp Act, 1879, with respect to Policies of Sea and Fire Insurance and Sale-Certificates.

Act No. VII of 1894—An Act to amend the Prisoners Act, 1871.

Act No. VIII of 1894—An Act to amend the law relating to Customs-duties, and for other purposes.

Act No. IX of 1894—An Act to amend the law relating to Prisons.

Act No. X of 1894—An Act to amend the Code of Criminal Procedure, 1882.

Act No. XI of 1894—An Act to amend the Lower Burma Village Act, 1889.

Act No. XII of 1894—The Indian Articles of War Amendments Act, 1894.

Act No. XIII of 1894—An Act to amend certain amendments relating to the Army.

Act No. XIV of 1894—An Act to amend the Burma Municipal Act, 1894.

Act No. XV of 1894—An Act to validate certain certificates granted to Engineers to Steam-Ships.

Act No. XVI of 1894—An Act to amend the Indian Tariff Act, 1894.

Act No. XVII of 1894—The Cotton Duties Act, 1894.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1836-37	Andrew Grant	1863-64
M. T. Brownrigg	1837-38	A. C. Gumpert	1864-65
H. G. Gordon	1838-39	Alexander Stewart	
J. Skinner	1839-40	A. J. Hunter	1865-66
T. R. Richmond	1840-41	W. Christain	1866-67
C. B. Skinner	1841-42	A. J. Hunter	
S. D. Murray	1842-43	Alexander Brown	
J. Wright	1843-44	J. Foggo	1867-68
E. Lyon		Hamilton Maxwell	1868-69
T. Cardwell	1844-45	H. E. Astley	1869-70
J. Smith	1845-46	D. Graham	
W. Graham	1846-47	A. D. Grant	1870-71
John Parsons	1847-48	W. G. Hall	1871-72
A. G. Latham	1848-49	J. K. Bythell	1872-73
Robert Strong	1849-50	H. E. Bright	1873-74
W. S. Grey	1850-51	E. Lord	
John Parsons	1851-52	D. Watson	1874-75
A. H. Campbell	1852-53	J. A. Forbes	1875-76
H. B. Gilmour	1853-54	G. F. Henry	1876-77
James Graham	1854-55	Donald Graham	
W. F. Hunter	1855-56	Walter Lang	1877-78
A. T. Binny	1856-57	M. Mowat	1878-79
H. B. Gilmour		C. Macdonald	1879-80
John Fleming	1857-58	J. N. Graham	1880-81
Robert Ryrie	1858-59	E. Comber	1881-82
H. D. Cartwright	1859-60	W. M. Macaulay	
Henry Scott		James Thorburn	1882-83
Andrew Grant	1860-61	Sir F. Forbes Adam, Kt., C.I.E., 1883-84, 1884-85, 1886, 1887, 1888, 1889.	
George Hamilton			
George Lord			
James N. Fleming	1861-62	A. F. Beaufort	1890
Michael H. Scott		L. R. W. Forrest	1890-92
Robert Hannay	1862-63	J. L. Symons	1892
Alexander Brown		R. S. Campbell	1893

The Hon'ble Mr. W. R. Macdonell ...1893, 1894, 1895.

Secretaries.

R. X. Murphy	1836-38	J. A. Crowe (Acting)	1858-59
J. E. Brenan	1838	H. Brooke	1859-64
R. X. Murphy	1838-41	James Taylor	1864-73
T. J. A. Scott	1841-46	John Gordon	1873-84
John Connon	1846-57	David Watson (Acting)	1881-82
John Mawson	1857-59		

JOHN MARSHALL, appointed 1885.

GENERAL MEETINGS.

PROCEEDINGS of the General Meeting of the Members of the Bombay Chamber of Commerce held on Tuesday, 13th March 1894, for the purpose of discussing the Indian Tariff Bill.

Present:

The Hon'ble Mr. W. R. MACDONELL, *Chairman, in the Chair.*

M. C. Turner, Esq.,
E. Schoen, Esq.,
G. W. Roughton, Esq.,
G. Cotton, Esq.,
J. A. Shepherd, Esq.,
I. O'Callaghan, Esq.,
A. F. Beaufort, Esq.,
C. H. Armstrong, Esq.,
N. S. Glazebrook, Esq.,
A. Abercrombie, Esq.,
J. W. Brown, Esq.,
C. Douglas, Esq.,
F. C. Macrae, Esq.,
F. W. Shaw, Esq.,
W. G. Mayhew, Esq.,
C. Barboro, Esq.,
G. Prier de Saone, Esq.,
L. Aeppli, Esq.,
A. F. Simpson, Esq.,
R. Gilbert, Esq.,
J. Humphrey, Esq.,
T. W. Cuffe, Esq.,
E. F. Allum, Esq.,
Vizbhucandas Atmaram, Esq.,
F. Graham, Esq.,
Ahmedbhoy Hubibhoy, Esq.,
D. H. Glade, Esq.,
B. Nicholson, Esq.,
F. M. Flower, Esq.,
G. H. Townsend, Esq.,
The Hon'ble W. T. O'Brien.
M. Ostermayer, Esq.,
The Hon'ble Mr. Nowrojee N. Wadia, C.I.E.,
J. Tintner, Esq.,
E. H. Elsworthy, Esq.,
F. A. Reddie, Esq.,
H. E. E. Procter, Esq.,
J. Fairclough, Esq.,
W. Thacker, Esq.,
D. Morris, Esq.,
B. J. Rustomjee, Esq.,
J. Stiven, Esq.,
J. Brandenburg, Esq.
C. H. B. Forbes, Esq.,
and
John Marshall, Esq., Secretary.

The Secretary having read the notice convening the meeting,

The Hon'ble Mr. W. R. Macdonell, Chairman of the Chamber, said: Gentlemen,—We are met here to-day to discuss the New Tariff Act and the fiscal policy of the Government. It will perhaps be convenient if I state at once what action your Committee took with regard to

the Tariff Bill. At the request of Government we examined the schedule valuations of the various articles subject to duty, and informed Government that, so far as we could see in the short time allowed us for sending in our reply, the valuations seemed to us fair on the whole. In future, I presume, the same procedure will be followed as in former years : time will be allowed for a thorough examination of the tariff, and the revision will be referred to a special sub-committee of the Chamber. Last Saturday morning I telegraphed to Government, in accordance with your replies to the Committee's circular, that the members of the Chamber were practically unanimous in thinking that cotton goods and yarn should not be exempted from import duty. Beyond calling this meeting we have done nothing further. And now to come to the question before us. The Tariff Act is now in force, and leaving out of consideration the question of duty on cotton goods and yarn, I think most of us will admit that there is little to be said against the Act as a whole, the duty is moderate, and it falls more or less on all classes of the people. Coals and machinery are free, and the reduction of the duty on iron and steel, from five to one per cent. greatly improves the measure. On the principle applied to iron and steel, the duty on alizarine and aniline should be reduced to 1 per cent.; otherwise the dyer in India is unfairly handicapped in competition with Europe, and I dare say there are other cases of a similar character which will no doubt be duly represented to Government by those interested. The Act, however, has been strongly condemned by public opinion in this country because it exempts cotton goods and yarn from import duty, and it is clear that the exemption has been forced upon the Government of India by the Home Government. We do not know whether it is intended by the home authorities that the exemption should be permanant or not; you, at all events, are practically unanimous in thinking that it should not be permanent and your Committee wish to urge upon Government at once that if hereafter it is found necessary to raise further revenue by taxation the required revenue should, in the first instance, be raised, as far as possible, by an import duty of a non-protective character on cotton goods and yarns. Whether the duty should be on the finer qualities only or on all qualities with a countervailing excise on Indian manufactures is a matter of detail that can be settled hereafter : it seems sufficient to state in the meantime that it should not be a protective duty. Your Committee would most strongly protest against Government increasing the income tax or the present import duties while leaving cotton goods untouched. Further, there is a widespread feeling that the finances of India will be

crippled to such an extent this year by the exemption of cotton goods from duty as to force Government to have recourse to economies in their expenditure, which may injuriously affect the country. Your Committee are unanimously of opinion that the Chamber should record its emphatic protest against the enforcement of such economies. They have formulated their views in the following resolution, which I now beg to move without further remark :—"That this Chamber, understanding that the exemption of cotton goods and yarns from import duty has been forced upon the Government of India by the Home Government, is of opinion that the Government of India should not make this exemption a reason for curtailing normal expenditure on public works, or for enforcing economies which would impair the efficiency of the administration, and that if Government hereafter find it necessary to raise further revenue by taxation, such revenue should, in the first instance, be raised by an import duty on cotton goods and yarns, framed on such a basis as to be non-protective."

Mr. Abercrombie, in seconding the resolution, said : I attach some importance to the last part of the resolution, pointing out that the duties imposed should be framed on such a basis as to be non-protective. I trust no feeling of antagonism will be raised between the home and the local producers of the same articles, and that if further taxation becomes necessary, it will be levied in such a fashion as to preserve the present status. (Hear, hear.)

Mr. I. O'Callaghan remarked : After what has been said by the proposer of the resolution I have little to add. The members are fully aware, without needing a railway man to tell them, how important it is for the trade of India and the growth of the general prosperity of the country that there should not be an abrupt check put upon the construction of railway extension. In this matter the interests of the mercantile body of the railway administrations and of the community at large are identical, and it would be a grave misfortune if the present financial embarrassment of the Government were made the occasion for curtailing normal expenditure on public works.

Mr. C. Douglas said : I hope by an unanimous vote we will record our protest against the exemption of cotton goods. I think in doing so we shall not only be expressing our own sense of justice, but will to a certain extent—perhaps to a great extent—be backing up the Government of India in the policy which they would wish to follow. I think this legislation may be referred to in future years as one of the most exceptional cases in which a great measure has been passed,

affecting many millions of people, and yet in the Council there was not one man found who attempted to justify the action of the Government in exempting cotton goods and yarns. Some of them distinctly stated that the Imperial force was too great for them, and they had to propose it, whilst others said that being Government servants they must follow the lead of Government. I believe the Government here, and the Supreme Government of India, and all officials, recognize that India should be governed for the benefit of India, and that principle has been recognized in the Council of the Secretary of State; but unfortunately he was over-ruled, and instead of it being a Government for India, it appears to have resolved itself into a Government of India for Manchester. I think it would be a gross injustice to the people of India to allow Manchester goods to come in free. Therefore, I hope, by your vote to-day you will show your opinion strongly on the subject. (Applause.)

Mr. George Cotton said: The only thing to my mind with reference to the motion is that we do not protest against the exclusion of the cotton duties from the Tariff Act. I should not care to move an amendment to the Chairman's motion, because it is not according to the traditions of this Chamber, but at the same time I do not think the proposal before us sufficiently conveys the feeling of the majority of the members of this Chamber. (Hear, hear.) I think we all protest against the exclusion of cotton goods and yarns from the tariff, for here we are with imports of the value of sixty-six crores of rupees a year, of which twenty-eight or twenty-nine crores are cotton yarns and piece-goods, and an import duty on these could be levied at much less expense and trouble and with much less dissatisfaction than upon any of the articles in the Tariff Act. Therefore, I certainly think that this Chamber ought to strongly protest against the exclusion of these goods. The Deputy Chairman has made some remarks with reference to the local industry, and I may say that the Bombay Millowners' Association have already expressed their views on the subject, and it very clearly and distinctly appears that they do not want an import duty upon any goods that can be manufactured in India: they do not want any protection between England and India; but at the same time they do think a duty, which it must be admitted is payable by the people of this country, should be allowed to be levied upon the people of this country. I do not think any one will contend that if we had an import duty on Manchester goods, it would in the slightest degree interfere with our imports. As a matter of fact, there has been within the last few years a variation in price of seventeen or eighteen

per cent., but that fact has not in the slightest degree decreased the consumption of Manchester goods, or such goods as we have asked should be included in the Tariff Act. They are used by the wealthier classes, and we think that if an import duty of five per cent. were put on them it would not deter the people from using them. I had not seen this resolution before Mr. Beaufort was good enough to place it before me, and I must say, I regret that it does not also protest against the exclusion of those goods. With the rest of the resolution I most cordially agree. It is very moderate, and it is highly desirable that we should express our opinion that there should be no curtailment of works which tend to develope the country, and with a deficit of over two crores and ten lakhs I do not see how the Government of India are to escape from fresh taxation or from a curtailment of expenditure. I do not think that any member of this Chamber would agree to any curtailment in the military expenditure, and certainly every one in the Chamber is against a curtailment of expenditure on productive works. But where is the money to come from? Why should we be deprived of one thing and the other when the people are quite willing to have their goods from Manchester taxed? The consumer would pay the tax, and therefore it is very hard, indeed, that the people of this country should be deprived, or rather prevented, from taxing themselves in their own way as long as it does not in any way interfere with Lancashire. I argue that it is the consumer here who will pay, and I will give you an instance in our local trade in support of my argument. On the 26th June last, owing to the closing of the Mints, China exchange went down very considerably. It was then Rs. 220, to-day it is about Rs. 167, a difference of close upon twenty-five per cent. Well, what has been the result? Has China taken less of our goods? The price of yarn at that time was 73 dols., to-day it is 93 dols. The increase in the price in China has been something like twenty-seven or twenty-eight per cent., showing that even the poorer classes in China are bound to take these goods which we make, and they cannot produce themselves. If that be the case, in what way can it be argued that Manchester or Lancashire can suffer by a small import duty of five per cent.? Out of deference to the traditions of the Chamber, I shall not move an amendment, but shall remain content with having given expression to my own opinion, that the Chamber has not protested against the exclusion of cotton goods and yarns, because I do not look upon the Chairman's motion as a protest against their exclusion from the Act which was passed on Saturday. (Applause.)

The Hon'ble Mr. A. F. Beaufort said : I presume we are all agreed that the imposition of Customs duties, be they on imports or on exports, tend to check and hamper trade, being opposed, as they are, to the principles of free trade, and that if it is possible to do without them they should be avoided. According to the Finance Minister's statement this year's Budget is likely to show a deficit of 300 to 350 lakhs of rupees, and to meet this the Government of India have just passed a Tariff Bill, which it is estimated will produce about 140 lakhs. The question naturally arises, how is the rest of the adverse balance to be met ? We are met here to-day to say whether in our opinion the action of the Government of India in not imposing import duties on cotton piece-goods and yarns is fair and equitable, and whether we should protest against the exclusion. Well, gentlemen, why is it that the Government is not able to agree to the expressed opinions of a number of large meetings which have been held in various parts of the country ? We were told on Saturday by one of the ablest civilians on this side of India, in his place in the Legislative Council of the Government of India, that it is useless to think of imposing such duties, because " it is common place that questions of tariff and duties on trade and commerce concern Great Britain as well as India," and that it would be unstatesmanlike to press for such duties because the Government of India are well aware that the Secretary of State would veto the proposal not being in a position to defend them in Parliament. In voting against Mr. Playfair's amendment, and for the exemption of the duties on cotton fabrics, Mr. Lee-Warner added that the Government of India are fully conscious of the strong opinion held in this country, and that it is to be presumed that they know better than any other body of men what proposals they can carry to a successful final issue at the present moment. It is clear, therefore, gentlemen, that if you hold the same opinion as have met with favour elsewhere, the person to approach is the Secretary of State for India and not the Government of this country, whose views, I think, it is pretty clear, accord with the " articulate voice of the country," but whose reasons for not acting upon them at present are stated as clearly as it is possible to state them. I would also call your attention to the concluding words of H. E. the Viceroy's speech at Saturday's meeting. He told us that the public expression of the views entertained in this country regarding these duties had been communicated to the Secretary of State and fully considered by H. M.'s Government, and he added " I am able further to state that if, after an interval sufficient to judge of the position as affected by the Tariff Act, the course of exchange

and other circumstances there is no improvement, H. M.'s Government will be prepared to receive further representations on the subject," clearly showing that if compelled by adverse circumstances they must fall back on the duty on cotton fabrics, and probably on others, for revenue purposes. Gentlemen, after the expression of these views, I came to the conclusion that if we were to press for a reconsideration of the decision come to at the Viceregal meeting on Saturday, we should not be supporting the best traditions of this Chamber, but after perusing the resolution which has been proposed by the Chairman I am prepared to support it. Before seeing it I was going to suggest our waiting, as Lord Elgin advised, the turn of events—events which I have little doubt, he is sanguine, will be the outcome of the financial policy of the Government of his predecessor. If, however, that policy fails to raise the value of the rupee, it is obvious that further taxation will be necessary, and it is equally clear to me that cotton goods and yarns must pay their share towards the revenue to be secured to meet the growing deficit. It is needless, perhaps, for me to point out that the Government are not likely to stop at this point. Not only must the imported article contribute to the securing of a financial equilibrium, but to prevent any idea of protection a similar duty on the production of the Indian mills will have in common fairness to be imposed. I have little doubt that I shall be told by those engaged in the industry in this country that the duty will not be a protective one. Gentlemen, we have been told this for years, and we were told this up to the time when these very duties were abolished on yarns and on goods made of yarns finer than 30s by 30s. Nothing to my mind is more conclusive on this point than the recent memorial of the local Millowners' Association to the Government advocating the imposition of a 5 per cent. import duty on cotton fabrics, while with charming simplicity it failed to offer to bear any burden of the proposed imposition themselves. We are constantly reminded of the greed of Lancashire. Gentlemen, it is but human nature that a large and important body of our fellow-countrymen, who supply India with about half the value of her entire import trade, should view with alarm anything which will conduce to still further—as they fear—reduce their trade with this country, the most important outlet for their productions. They have seen the trade in the past seven years grow smaller and smaller, while they have observed the Indian mills annually increasing theirs. Take the yarn trade for example. In the six years, 1886-87 to 1891-92, India's average

annual imports were a little over 50 million pounds, valued at 357 lakhs of rupees. Last year they dropped to 38¼ million pounds, valued at 268½ lakhs. In the same six years' the imports of cotton fabrics averaged 2,963 lakhs; last year they fell to 2,562 lakhs. In the same period I find the value of the products of the local industry, as measured by its exports by sea and rail, have risen from 555 to 940 lakhs. These figures apply to Bombay Island mills only. I regret that I have not similar data to work upon for the rest of the mills in this country, but sufficient returns exist to arrive at very fair estimates. With depleted stocks it is true a revival in the demand for European cotton fabrics set in last April and May, and the imports in the ten months of the present official year show an expansion in the trade on the corresponding period of last year of 23 lakhs of cotton yarns and 390 lakhs of fabrics, and Lancashire is naturally anxious that this revival be not checked by duties being imposed. As I said before, the duties sanctioned last Saturday, I understand, will produce a revenue of 140 lakhs of rupees. On the mean annual value of the imports of the past five years, viz., 2,934 lakhs, a five per cent. duty on cotton fabrics would give 147 lakhs more, while a similar one on the yarn spun in the Indian mills would bring in a gross return of 65 lakhs, but a net one, I estimate, of only 25 lakhs, because it is needless to say a refund on exports to foreign ports would have to be made. Last year 81 per cent., I calculate, of Indian manufactured cotton yarns and goods exported by sea and rail from Bombay went to foreign ports, so that if a 5 per cent. duty had existed they would in reality have paid but a net one of one per cent., or say 9¼ lakhs on their entire despatches from this port. I place the value of the production of the mills in other parts of the country last year at 400 lakhs, from which 86 lakhs would have been deducted for ten mills (200,000 spindles) in Native States. A further deduction of 10 per cent. on yarns exported by the mills other than those in this island to foreign ports would bring the net revenue from this source down to 15¾ lakhs, a total payment by the Indian mills of only 25 lakhs, or just 8 per cent. of the total receipts by new taxation, 47 per cent. falling mainly on Lancashire productions and 45 per cent. on all other imports put together, as effected by the new Tariff Act.

Mr. J. A. Shepherd said: I would like to refer to section 5 of the New Tariff Act, which reads as follows:—"Duties of Customs shall be levied at the rates respectively prescribed in the second, third, fourth, and fifth schedules hereto annexed on goods passing by land out of or

into foreign European settlements bordering on any part of the territories administered by the Governor of Fort Saint George in Council or by the Governor of Bombay in Council." Under that section it is proposed to put an import tax on all goods from the Southern Mahratta Country coming by sea by the Mormagao route. I am interested in that traffic, and my object in calling attention to this is, perhaps, a personal one. The duty will choke off that traffic, as the cheapest route will then be found to be by the way of Poona. You will see that an injustice is thus done, and the endeavour of Government to impose duty on these goods is futile.

Mr. Reginald Gilbert said: I have heard that it is a tradition of this Chamber not to propose an amendment, but as a legal member of this Chamber I strongly disapprove of the form of the resolution. We were called together to discuss the Tariff Act, but instead of doing that, I gather that we are simply protesting against India curtailing public expenditure, and trust that Government will keep up public works. I should have liked to see these words left out of the motion, and to have had one simply condemning the resolution of the Government of India in exempting Manchester goods from the Tariff Act. (Hear, hear.) That is the real object of the meeting, and for which such a large number of members have come to-day. I do not like to propose an amendment, but I should be glad if some mercantile member would do so. I suggest that it be in the form that the Chamber simply condemns the exemption of cotton and yarns. As to the other part of the Tariff Act we might have another meeting, or the Committee might determine upon some resolution. The important point which affects us at the present moment has been left out. We have the whole of India—I think, I may say without fear of contradiction, the whole of the three hundred millions of people of this vast peninsular—with us in protesting against this action of Government. The whole of the European and Native Press have protested. We have had, it is true, some apologetic statements by some official members of the Viceregal Council, but with that exception India is unanimous in condemning the exemption of Manchester goods. It is as well to be careful in distinguishing the difference between the Indian Government and Her Majesty's Government. The Indian Government is fighting for the rights of the Indian people, whilst Her Majesty's Government, in order to keep a few political votes, have done a grave injustice to this country—a foul injustice, which every man must feel; in fact, it perfectly shocks an Englishman to feel that such an action

could be done by the English Cabinet. It is impossible to stigmatise it in strong enough language, and I think I am perfectly justified in saying what I have. I cannot help remembering that the action of Her Majesty's Government has put this country to further large and unnecessary cost in bringing on us the Opium Commission—(laughter) —which was done to satisfy a few shrieking old women in Exeter Hall, whose political influence was of some little weight. It is a far cry from Bombay to London, and probably we won't be heard; but we should like to warn Her Majesty's Government that large conflagrations result from small sparks, and it is possible that something or other may be done in consequence of this very unjust legislation. I can only say I wish some mercantile member of the Chamber would propose some amendment. (Applause.)

After some discussion as to the desirability of an amendment in which Mr. Glade and Mr. Cotton took part,

Mr. C. H. B. Forbes said: In rising to move an amendment. I may say I was not here at the commencement of the meeting, but after seeing the motion which has been submitted, and hearing what has fallen from Mr. Gilbert, I should like to move the following:—"That this meeting strongly protests against the action of Government in excluding cotton goods and yarns from the Tariff Act." I think that is what we intended to do when we came here to-day, and, in my opinion, we should do this, and nothing more.

Mr. Vizbhucandas Atmaram seconded the amendment.

Mr. G. Cotton: I think the amendment an extremely good one, and, in my opinion it would be better if the Chairman would accept it as a rider to his own motion, as it is very desirable that the Chamber should always be unanimous on occasions of this sort. (Hear, hear.)

The Chairman: I accept the amendment as a rider to the original motion. (Applause.) The motion will, therefore, read as follows:—"That this Chamber strongly protest against the action of Government in excluding cotton goods and yarns from the Tariff Act, and understanding that this course has been forced upon them by the Home Government, is of opinion that the Government of India should not make this exemption a reason for curtailing normal expenditure on public works or for enforcing economies which would impair the efficiency of the administration, and that if Government hereafter find it necessary to raise further revenue by taxation, such revenue should, in the first instance, be raised by an import duty on cotton goods and yarns, framed on such a basis as to be non-protective."

The motion, on being put to the meeting, was unanimously adopted. This concluded the business of the meeting.

PROCEEDINGS of the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Wednesday, 27th February 1895, at 4 p. m., to transact the following business :—

I. To receive the Report of the Out-going Committee.

II. To confirm the nomination of the Members of the New Committee made in accordance with section 12 of Rule VII.

III. To confirm additions to the Tonnage Scale in regard to the articles Cotton Seed (cleaned), Safflower Seed (Kurdai Seed or Kasumba), Persian Gum and Gum Arabic, in accordance with ascertained measurements.

IV. To elect new members ; and to transact any other business that may be brought forward.

Present :

The Hon'ble Mr. W. R. MACDONELL, *Chairman in the Chair.*

G. H. Townsend, Esq.,
A. F. Simpson, Esq.,
H. W. Uloth, Esq.,
John B. K. Macbeth, Esq.,
J. Stiven, Esq.,
W. Carron, Esq.,
J. Fairclough, Esq.,
L. Aeppli, Esq.,
H. Chalmers, Esq.,
C. H. B. Forbes, Esq.,
E. F. Allum, Esq.,
B. Nicholson, Esq.,
F. M. Flower, Esq.,
J. J. Murray, Esq.,
F. W. Shaw, Esq.,
P. B. Savile, Esq.,
E. Schoen, Esq.,
D. H. Glade, Esq.,
F. Graham, Esq.,
G. Cotton, Esq.,
John M. Heyn, Esq.,
L. R. W. Forrest, Esq.,
F. A. Reddie, Esq.,
H. E. E. Procter, Esq.,
T. Sharples, Esq.,
A. F. Beaufort, Esq.,
N. S. Glazebrook, Esq.,
C. H. Armstrong, Esq.,
J. W. Brown, Esq.,
R. G. Currie, Esq.,
C. G. Giro, Esq.,
Leighton B. Ker, Esq.,
H. Rustomji, Esq.,
J. Darling, Esq.,
A. B. Earle, Esq.,
S. M. Moses, Esq., and
John Marshall, Esq., Secretary.

The Secretary having read the notice convening the meeting.

The chairman said : When we met this time last year, the question uppermost in our minds was the currency legislation of

the Government: this year, it is their fiscal legislation, re-imposing the import duties, and for the first time levying an excise on cotton yarns produced in India. The great currency experiment which began in June, 1893, is still proceeding, and having addressed you at some length on the subject last year, I do not propose to occupy your time with it to-day. Government do not seem to be nearer to a solution of their exchange difficulties than they did then. It is true that silver no longer pours into the country on the enormous scale which we witnessed in 1893; the net imports in the nine months ending 31st December last amounted to only 4¼ crores as against 10 crores in the same period in 1893. It is also to be observed that the flow of gold in 1894 was outward, as in 1878-79 and 1892-93, the exports having exceeded the imports during these nine months by about 4 crores. The net exports of gold, therefore, almost balance the net imports of silver, and the conclusion to be drawn, seems to be, broadly speaking, that gold to that extent has been replaced by silver in the hoards of the people of India. We are still, however, without any precise information as to what becomes of the imports of silver: probably it is unobtainable without an immense amount of trouble, which no one is willing to take. Further, if we compare the total imports with the total exports, excluding treasure, during the same nine months, we find that the excess of exports over imports in 1894 is 24 crores, as against an excess of 19¾ crores in 1893. These are all important factors in favour of exchange, yet the rupee is at 1s. 1d. instead of 1s. 2d. which Government calculated on last March. At the moment the chances seem to be against an advance of any importance on this side of the monsoon. For various reasons well known to you, the prospects of the cotton trade for this season are most unfavourable: the same may be said of the wheat trade; and while this is the position of these two staple articles of export, it is difficult to see where help is to come from. But general considerations of this sort are not of so much good, and I pass on to the fiscal measures of the Government. I need not trace their history, as you will find it concisely given in the report of the Committee; but, speaking for myself, I may say that I was not prepared to condemn Government strongly for excluding cotton goods in the first instance from the Tariff Act of last March. If the Government were willing to go on without the cotton duties, I for one was quite willing to acquiesce in being allowed to keep the five per cent. in my pocket, and I confess myself unable to understand why so many people were indignant at being denied the privilege of paying

a tax which they were not asked to pay. I had always understood that taxation is a distasteful thing, submitted to with grumbling as a necessary evil, but from the criticisms to which the Tariff Act was subjected it was evident that many in this country prefer to be taxed rather than not. I do not hold a brief for the Secretary of State for India, but I can form some idea of the difficulties which faced him in considering the question. There was always the chance of exchange righting itself and rendering a duty on cotton goods unnecessary; and it was also supposed at the time that there were insuperable difficulties in the way of framing a countervailing excise measure which would not protect the cotton industries of Native States. It seems to me that the Secretary of State might fairly have argued, why not under these circumstances leave the cotton trade alone until a duty is absolutely necessary? I say nothing of the charge made against him that he subordinated the interests of India to party considerations as his subsequent action has shown the charge to be unfounded. As time went on and exchange fell, the necessity of raising further revenue by taxation became evident. You will remember that, in the resolution passed at the general meeting of the Chamber in March last, we expressed the opinion that such revenue should in the first instance be raised by an import duty on cotton goods and yarns framed on a non-protective basis. Believing that the anticipated legislation would proceed on these lines, we appointed a special committee to consider the question, but for reasons stated in the report we did not address Government on the subject. You have observed that the majority of the special committee—and I was one of the majority—were of opinion that a countervailing excise should be placed on all yarns produced by the Indian mills. In holding this opinion we differed diametrically from the Bombay Millowners' Association, who defended their position in their letter of 10th September last to Government, which I venture to think was the ablest and weightiest contribution to the controversy on the side of those who objected *in toto* to an excise duty. My position was this. I started with the assumption that Government were in need of all the money which they could raise from the taxation of cotton goods, and accepting the proposition afterwards enunciated in the millowners' letter that an import duty would fall on the inhabitants of this country, and on them alone, I applied the proposition to an excise duty: it would fall on the inhabitants of India alone, and not on the millowners. Further, a moderate excise duty would be no real hard-

ship, for it is, I think, admitted by everyone that there is no other civilised country in the world in which the public burdens are so light as in India. I therefore saw no reason why the consumers in India of country made yarns, even granting they belonged to the poorer classes, should not pay the same rate of duty as those of their fellow countrymen who used goods made in Lancashire. When, however, Government brought forward their amendment of the Tariff Act in December, imposing a 5 per cent. import duty on cotton goods and yarns, and a Cotton Duties Bill imposing a 5 per cent. excise duty on Indian yarns above 20's, and declared that they did not propose the latter measure for the sake of the revenue to be derived from it, I saw no reason to object to their limiting the incidence of the excise duty, on the principle that the less we are taxed the better. The only point in which it seemed to us desirable to offer an opinion was the difficult one, down to what count should the excise be imposed? I shared the view of the majority of the committee in holding that the line should be drawn ta 24's: it seemed to us that the figures complied by the Millowners' Association and the Chamber demonstrated that there is practically no competition between Lancashire and India in counts of 24's and under. The accuracy of these figures has not, so far as I am aware, been questioned, but they refer, of course, to the production and imports of yarns only: there are no statistics showing the counts of the yarns which are contained in imported woven fabrics. The Secretary of State believes, from information supplied to him, that cloth is imported into India which contains 24's in combination with finer counts but it is a matter for regret that this information has never been made public, and that we are, therefore, in the dark as to the grounds for the Secretary of State's belief. It would have been specially interesting to know to what extent 24's formed a constituent of our imported cloths. The point was not an easy one to decide, but I think that the weight of such evidence as was produced was on our side. Government, however, under pressure from the Secretary of State, drew the line at 20's, and by doing so, one would have thought put the non-protective character of their legislation beyond question. To our surprise, Lancashire questioned it, and at the representative meeting of employers and operatives in the cotton trade held in Manchester early last month a resolution was passed, with only two dissentients, that in the opinion of the meeting the excise duty could not be made to effectively remove the protective incidence of the legislation unless the countervailing duties were placed on *all* cloth and yarn produced by the Indian mills. I have searched the speeches of the supporters of

the resolution in vain for arguments in its favour : no facts or figures were produced, and it was left to Mr. Balfour, when addressing his constituents in Manchester ten days later, to give reasons for condemning the excise duty as protective. His argument briefly is this, Lancashire exports goods of over 20's, and these will be taxed ; goods of 20's and under are made only in India, and these are exempt from excise. The probable result of the legislation of the Government of India will be to decrease the consumption of goods over 20's and increase the consumption of goods of 20's and under ; and this amounts to protection against Lancashire. So far as the production of the Indian mills is concerned I believe this result is very probable indeed, and it is a serious objection to the excise duties. About 14 per cent. of their production consists of yarns of over 20's to 24's, mostly 22's I believe, and only 6 per cent. consists of yarns over 24's ; and it is reasonable to suppose than the Indian mills will in future confine their production for home consumption to 20's and under, and the natural development of the industry towards the higher counts will be checked. A similar movement was witnessed in the days when goods containing no yarn of a higher count than 30's were exempt from mport duty, and is thus described by the Secretary of State in his despatch of 31st May :—" A revolution was effected in the trade ; the proportion of exempted goods quickly rose from a small fraction to nearly the whole of the importations in certain classes of goods." It is to be observed, however, that the revolution thus described was effected within narrow limits. Goods made of yarns two or three counts over 30's were reduced to 29's and 30's, and thus escaped the incidence of the duty without much alteration in their character, just as the yarns of the Indian mills will escape the incidence of the excise by a reduction from 22's to 20's. But it is impossible for me to believe that this anticipated increase in the consumption of coarse fabrics made of 20's and under will tell against Lancashire goods which are made of much finer yarns and supply an entirely different demand. The increase will take place at the expense of the trade in Indian 22's and 24's. But I have already detained you long enough on this subject. The question of railway extension has been fully dealt with in the report. It is satisfactory to know that a member of this Chamber has secured the concession for the construction of the Ahmedabad-Prantij branch line : I trust this is only the forerunner of more important schemes on the same basis of a rupee capital. I am glad to see that Government have at last introduced a Bill for the amendment of the Companies Act on the lines recommended by

the Chamber in 1893. I should like to say a word or two on the financial position of the Chamber. You have no doubt observed from the balance sheet that our expenditure has exceeded our income, as it did in the previous year, and that we have had to draw on our reserve funds. The surplus in our measurement fee account is again small, and in the current year I am afraid it will be still smaller on account of the unfavourable prospects of cotton. We cannot let the present state of affairs continue, and I therefore propose to ask the incoming committee to appoint a special committee to scrutinise our finances, and consider in what way we can best make our income balance our expenditure. So far as I can see at present the only item in which a saving of any important extent is possible is in our printing expenses. I am also inclined to think that the millowners' contribution to the Chamber's Statistical Department is too small; but these and other points will be brought before the new committee. I have now only to offer my cordial thanks to the members of the Outgoing Committee and the Secretary for their invaluable assistance in carrying on the work of the chamber, and to you, gentlemen, for again electing me your chairman. I beg to move that the Report of the Committee of the Bombay Chamber of Commerce for the year 1894, which has been circulated, be adopted and printed for general information, together with the documents therein referred to.

Mr. A. F. Beaufort, in seconding the proposition, said :—I have great pleasure in seconding the adoption of the report, which has been placed before you by your committee. As they rightly observe the subject which has engaged most attention in commercial circles during the past year has been the Tariff and Cotton Duties Acts, which, thanks to our having had at the Custom House a gentleman of the experience of Mr. Campbell, have been brought into force with a minimum of trouble and annoyance, and our best thanks are due to him and to his assistants for the trouble taken and the courtesy shown by them in assisting us to meet the requirements of Government. I will not touch upon any matters of real controversy, but I hope the new committee will represent to the Government of India the importance of meeting the Lancashire complaint of protection in one direction, by allowing the free import of 20's yarn and under and of cloths made from such yarns. My firm suggested this when the duties were first proposed, but I presume your committee did not attach importance to the suggestion, because the statistics in their possession showed that virtually no yarns of such low counts were now imported from Europe. Though true

enough of Bombay, we had nothing to go upon for other ports, and I think we ought to ask Government to amend the Act to this extent and remove any idea of protection in this direction. A position which cannot now be defended is the draw-back of but seven-eighths of the import duty on re-exports of foreign manufactured goods and yarns, and then only after lengthened delay and the conforming to rules and the filling up of forms, of a prehistoric period, when under the Cotton Duties Act the excise is recovered in full with the most creditable promptitude, simply because the rules under the new Act have been drawn up by an intelligent officer of modern ideas not swathed in the coils of that official snake, red tape. Another point is one that was raised at the last meeting of the Manchester Chamber, by my senior partner. He said :—"The Manchester Chamber, within two days of seeing the announcement made that an immediate reimposition was intended, sent a letter to Mr. Fowler pointing out the dangers in his course ; but they were not aware of the full provisions of the Excise Act which they now had before them. First of all, they had the fact that no excise duty was to be put on the process of weaving, either by hand loom or power loom. At the present time there were 31,154 power looms at work in India, and the effect of this provision was equal to six per cent. in favour of the Indian weavers as against the owner of a weaving shed in this country. If, therefore, the Lancashire manufacturer went to India and imported his looms he escaped that tax altogether and received a bonus equal to six per cent. upon his capital. He thought that was a very important point." I should like to know what the Chairman of the Bombay Millowners' Association has to say to Mr. Lord's assertion. I may say I have discussed the subject with one of my native friends, who is a millowner—manufacturer as well as spinner—and he tells me that Mr. Lord is quite correct. I would ask the new committee, therefore, to examine these questions, and if they are convinced of the soundness of the complaints I think they should bring the matter to the notice of Government. A very large majority of the members of this and other Chambers in India have no pecuniary interests in the mills in this country, and consequently could have had no thought of benefitting them when they supported the proposal for the reimposition of the import duties. Lancashire in its wisdom appears to have an opposite opinion and does not hesitate to aver that those who approve of the duties are trying to protect the Indian mills. Let us show by our action that in trying to place the import and local trade on an even keel we justify our approval of the action of the Supreme Government

that the duties are for the present a necessity for fiscal purposes and for fiscal purposes only. The Government of India cannot wait for the visionary remedy proposed by Lancashire. If it ever becomes a reality, and few of us believe it ever will, Government may be able to dispense with such taxation—or what is far more likely to considerably increase the duties at present charged owing to its failure. I am sure our best wishes go with Mr. Forrest in his schemes for silver railways. If the present proposals prove successful we shall no doubt see them followed by several others of a similar nature. In connection with this subject I presume most of the members have perused the very interesting letter in the London *Times* from the pen of that expert in such matters, Sir Juland Danvers. We must continue to press upon the Government of India the continued need of railway extension to develop the resources of this vast country. There is one other subject to which I should like briefly to refer. The Port Trust returns for the official year now closing, the Chamber will be glad to hear, considering how bad trade is, and has been of late in Bombay, are very satisfactory, the excess of revenue over expenditure to the 16th instant, compared with the same period last year, being 1¾ lakhs. In the past calendar year we secured a revenue of over 48 lakhs, and have budgetted for an increase on this in the coming one. The Ballard Road Pier is rapidly approaching completion and, we hope, will be open for traffic in June, when we trust mails and passengers will be landed without delay and with a minimum of discomfort in the worst of weathers in the rainy season. Something more than a need of praise is, I think, due to the Chairman of the Trust, Mr. Hughes, for the vast improvement of the foreshore and property generally which has taken place since he succeeded Colonel Merewether in this responsible post. With these few remarks, gentlemen, I beg to second the adoption of the report. (Applause.)

Mr. S. M. Moses, in speaking to the proposition, said : Mr Chairman and Gentleman,—Before the report is adopted, I hope I may be permitted to make a few remarks. You will observe that hitherto all legislation had been foreshadowed by bazaar rumours, which have invariably provided too true. Such rumours are again current, and now point to an intention on the part of the Government of India to include in their forthcoming Budget the imposition of a prohibitive duty of 20 per cent. on silver. Notwithstanding the usual accuracy of these irresponsible reports, I trust that upon this occasion they may prove to be without any foundation in fact. I allude to them in order to impress upon the

Chamber the necessity of opposing most strenuously any such measure as that to which these rumours point. For this excessive duty will not raise exchange permanently, although it may do so temporarily. Silver will decline in value in America, say to half the extent of the contemplated duty ; and the rates will advance here somewhat to admit of its being imported on the same scale as at present. But the injury such a measure would inflict upon the trade between India and China and other silver-using countries would be incalculable, and would be felt with ruinous effect upon our mill industry, which has already been made to stagger under the successive blows given to it by the closing of the Mint, the repeal of the Sherman Act, the imposition of the 5 per cent. import duty, and lastly of the excise—duty, to say nothing of the competition it meets with from the Japanese mills. I find that in July, 1893, there were 42 mills working in Japan—I suppose their number has been considerably increased now—and we exported, in 1890, 19,242 bales of raw cotton, against 108,037 last year. Besides using their home-grown, they import Chinese staple and American cotton direct from Liverpool : all these form materials for the Japanese to fight with our own mills. The Japanese Government use their best endeavours to foster their mill industry (I am sorry to say that things are different here). They have lately abolished export duty on their manufactured goods in order to enable their mills to compete more successfully with ours on the China market. They export low counts yarn largely to China, which business has hitherto been monopolised by us ; what further progress they will make after receiving their war indemnity from the Chinese it is not difficult to foresee. Under these circumstances, I maintain that it will be iniquitous to hamper the trade with further legislation. In order to raise the price of silver materially and permanently it is necessary in my humble opinion that more use of it should be made in coining, which can only be effected by the adoption of international bi-metallism. I observe the subject is being discussed in Parliament now, and hope it may be fruitful of good result. I firmly believe it to be the only solution of the difficulty and the only effectual course to raise Indian exchanges. It would benefit India and England alike. As to the former, there can be no question, for by a substantial advance in exchange our Indian finances will again flourish and indirect taxation would be reduced or abolished, as the necessity for paying large sums annually for exchange compensation to Government officials would cease, and thus the heart-burning and dissatisfaction which now prevails amongst the Indian taxpayers would disappear. England would also benefit, because at present the manu-

facturing towns, the coal and iron producing districts, all feel keenly the effect of the depreciation in their dealings with silver-using countries. Hitherto Germany would not listen to bi-metallism, but I am pleased to see that she has lately changed her views, and would willingly support it. I sincerely trust that England will also join to ensure success and throw aside her selfish motives and if need be sacrifice a *little* of her interest and aid in a movement which is calculated to extricate one of her brightest possessions out of a great financial difficulty in which she has been labouring for many years. She would thereby place many millions of her faithful and loyal subjects under deep obligation to her, as they have suffered long enough from trade depression and oppressive taxation which they can no longer endure; and whenever it is possible, I hope that this Chamber will express its opinion and throw the weight of its influence in favour of the adoption of bi-metallism. (Cheers.)

Mr. L. R. W. Forrest said that he did not like this annual meeting to part without expressing what he felt was the feeling of all present, the satisfaction at the position taken by the gentleman whom the Chamber had honoured by appointing him Chairman six times running—he referred to Sir Frank Forbes Adam. (Applause.) It required great courage to take the stand he did with regard to the import duties, but it was with what he could have expected from one noted for his common sense, his knowledge of the wishes and desires of the people of India. He asked the new committee to press for the reduction in the cost of European messages. During the past twenty years there had been little or no reduction, and considering the present cost of cables, the accumulated funds, he thought the companies should lower their rates and increase their business.

Mr. George Cotton said: Mr. Chairman said Gentlemen,—I should like to say a few words regarding the import duty on cotton goods and the countervailing excise tax on the production of Indian spun yarns over 20's. I have no intention of going over the old arguments which have already been advanced for and against them. The question has been settled by the Government, and the action of the Secretary of State has recently been confirmed in the House of Commons by a very substantial majority. Unfortunately, and for financial reasons only, it was imperative that the cotton duties should be imposed, still I think this was not a sufficient reason to put an excise on the productions of Indian mills; but now that the action of the Secretary of State has been fully endorsed by all parties in the House of Commons joining

together and voting in favour of the Government against the Lancashire votes, I trust, if further legislation be necessary, that the Secretary of State (whichever political party he may belong to) will act as cautiously and fairly as Mr. Fowler has tried to do. I willingly admit that the Secretary of State had a most difficult position to fill, and as he has held the balances between England and India, we on this side ought to accept his decision without complaint, and I think Lancashire should now follow the advice of our old friend, Sir F. Forbes Adam, the Chairman of the Manchester Chamber of Commerce, who at the general meeting advised them to give up all further agitation. Gentlemen, we know that the cotton trade of Lancashire is bad, but I think our friends on the other side make a serious mistake in blaming either currency or import duty for the present depression in trade: the true causes in my opinion are over-competition and labour disputes. How can the import duty have affected the trade? The argument, I suppose, is that the duty so enhances the value as to reduce the buying power of the consumer. Look at the facts. The raw material (cotton) is some 25 per cent. cheaper to-day than it was a year back, and I think I am safe in saying that the sterling value of cotton goods is from 15 per cent. to 20 per cent. lower in value than they were twelve months ago. Against this we have an import duty of 5 per cent., a fall in exchange of another 5 per cent., so that the cost of goods to the Indian consumer in rupees is from 5 per cent. to 10 per cent. less than at this time last year. If there be any truth that cheapness means increased consumption, Manchester goods should be in more demand now than ever: that they are not, is, I think, easily explained. With falling markets the middle man unloads, and in doing so throws the stock, which he would otherwise hold, on to the producer. But the real cause of bad trade in Lancashire is I think over-production and wages disputes. We know that during the past ten years the Oldham Joint Stock Companies engaged in cotton spinning have not earned on an average more than 1¼ per cent. per annum, and in spite of this, Lancashire goes on putting up new mills, whereas we in India put a stop to mill building when our earnings fell below 10 per cent. Then as regards the wages disputes, there can be no doubt that the last big strike in Oldham gave the Continent an opportunity, which she eagerly grasped, and a large slice of the Lancashire cotton trade was taken never to return. Will you bear with me a few minutes while I make a few remarks regarding some of the speeches made the other day at the annual meeting of the Manchester Chamber of Commerce? Our old friend, Sir F. Forbes Adam, in a straight forward

manner told his hearers that this agitation was not worthy of the great past of Lancashire. I felt very proud of our old president when I read this part of his speech, but cooled down when at the close of the meeting he remarked, "As he did not pretend to be more unselfish than other men, he certainly would support those who would endeavour to prove to the Government that in drawing the line at 20's they had not gone low enough." Now I venture to say that there is no one in Manchester who knows better than Sir Frank that Indian yarn of 24's and downwards do not enter into competition with Lancashire. One gentleman, Mr. J. A. Beith, the present president of the Manchester Chamber of Commerce, does the Indian mills the honour of calling them "bastard manufactories," and seems to think that the Government of India was making use of its necessities to foster these manufactories. Mr. Beith seems to think that cotton spinning has no right to prosper outside Lancashire. Mr. Fogg seems to have taken an independent and fair view of the position, and Mr. G. Lord's only fear seems to be that we may be able to raise the exempted number from 20's to 24's, but I cannot understand why Mr. Lord should complain of Sir James Westland coming to Bombay to ascertain for himself whether or no Indian mills could enter into competition with Lancashire in producing fine counts. Surely Mr. Lord did not expect the Indian Finance Minister to make enquiries in Lancashire as to the suitability of Indian mills for spinning fine counts, say 30's. To my mind Sir James Westland did the proper thing when he came to Bombay and made most careful enquiries, not among millowners only, but from all the leading importers, and it was the information so obtained that enabled him to prepare that able minute which must have carried conviction to the Secretary of State. Gentlemen, I sincerely trust that the time may soon come when we can get rid of all import and excise duties, but in the meantime I think both Lancashire and India should take *Punch's* advice in his cartoon of January 19th, in which Mr. Bull says: "Now Girls, stop this. Remember I am responsible for you both."

Mr. Giro agreeing with Mr. Beaufort said that it was desirable that the new committee should continue to study the question of the working of the import duties.

The Chairman observed that the new committee would certainly watch the working of the Import Duty Act. The important points suggested by Mr. Beaufort and Mr. Giro would have to be carefully considered by the committee. With regard to the remarks of

Mr. Moses that the Chamber should support bi-metallism, he (the chairman) said that so far as he was acquainted with the views of the Chamber, he might say that there was no chance of Mr. Moses' hope being realized.

The proposition for the adoption of the report was then put to the meeting and carried unanimously.

THANKS TO THE OUT-GOING COMMITTEE.

Mr. George Cotton then proposed that the thanks of the Chamber be tendered to the Chairman, Deputy Chairman, the out-going Committee, and Mr. John Marshall, their indefatigable secretary, for their able conduct of the affairs of the Chamber during the past year. In support of his proposition Mr. Cotton brought to the notice of the meeting the vast amount of work the committee had done during their year of office.

Mr. P. B. Savile having seconded the resolution it was carried unanimously.

NEW COMMITTEE.

It was then proposed by Mr. H. W. Uloth, and seconded by Mr. L. R. W. Forrest, and carried that the following gentlemen be elected members of the committee of the Chamber for the year 1895:—Messrs. G. A. Barnett, C.I.E., F. W. Shaw, S. M. Moses, J. Fairclough, R. G. Currie, J. Tintner, and J. M. Ryrie.

TONNAGE SCALE.

It was then, on the motion of the chairman, seconded by Mr. F. Graham, resolved as follows:—That the following additions to the tonnage scale, in accordance with ascertained measurements, be confirmed:—Cotton seed (cleaned) in bags, 15 cwt. to the steamer ton; Safflower seed (Kurdai or Kasumba) in bags, 13 cwt. to the steamer ton; and Persian Gum and Gum Arabic in double bags, 17 cwt. to the steamer ton.

APPOINTMENT OF AN AUDITOR.

On the motion of Mr. Simpson, seconded by Mr. Moses, Mr. Clement Poole was re-elected auditor for the year 1895.

On the motion of Mr. Moses, a vote of thanks was passed to the chairman, and the proceedings terminated.

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 5th January.	Week ending 12th January.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 3d.	1s. 2 29/32d.
„ „ Sight	1s. 3 1/32d.	1s. 2 15/16d.
„ „ 3 m'ths' „	1s. 3 3/32d.	1s. 3d.
„ „ 4 „ „	1s. 3⅛d.	1s. 3 1/32d.
„ „ 6 „ „	1s. 3 3/16d.	1s. 3 3/32d.
First-class Credits Sight	.....	.....
„ 3 m'ths' „	1s. 3 7/32d.	1s. 3 3/32d.
„ 4 „ „	1s. 3¼d.	1s. 3⅛d.
„ 6 „ „	1s. 3 5/16d.	1s. 3 3/16d.
Documents ... ... 3 „ „	1s. 3¼d.	1s. 3⅛d.
„ „ 4 „ „	1s. 3 9/32d.	1s. 3 5/32d.
„ ... ... 6 „ „	1s. 3 11/32d.	1s. 3 7/32d.
Paris Francs Mercantile Bills... Sight	.....	.....
„ „ „ ... 3 m'ths' „	1·60	1·58¾
„ „ „ ... 4 „ „	.....	.....
„ „ „ ... 6 „ „	1·61	1·59¾
On Calcutta Bank Telegraphic Transfer	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight...	Hongkong, Rs.177 per 100$; Shanghai, Rs. 24: per 100 Taels; Japan, Rs.177 per 100$.	Hongkong, Rs.177 per 100$; Shanghai, Rs. 243 per 100 Taels; Japan, Rs. 178 per 100$.
Eng. Bar Gold, 100 touch (per tola)	Rs. 25-9-0	Rs. 25-12-0
Sovereigns	„ 16-1-6	„ 16-3-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	7 per cent.	7 per cent.
„ of Interest on Demand Loans on Govt. Securities	4 „	5
Rate of Interest in the open Market on Govt. Securities ...	4 „	5 „
Money Market	Steady.	Money in fair demand.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105-2-0	Rs. 104-12-0
Three-and-a-half per cents. ...	„ 98-8-0 Nominal.	Nominal.
IMPORTS.		
Piece Goods— Market	Quiet.	Steady.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 3-5-6	Rs. 3-5-6
7½ to 8¼ lbs „ „ „ ...	„ 4-2-0	„ 4-2-6
2½ to 3 lbs. 28-30 in Madapollams „ ..	„ 1-13-0	„ 1-13-6
No. 40s Mule Twist, (per lb.) ...	As. 8¼ to 9	As. 8½ to 9
No. 30s Water „ „ ...	„ 8⅜ to 9	„ 8¼ to 9
Copper Braziers (in bundles) (per cwt.)	Rs. 41-12-0	Rs. 41-10-0
Yellow Metal (in cases) („)	„ 37-4-0	„ 37-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 31-0-0	„ 31 to Rs. 32
Staffordshire Bar Iron, „ „...	„ 33-0-0	„ 33 to Rs. 33-8
Swedish Bar Iron, „ „...	„ 45-0-0 to Rs. 47-0-0	„ 45 to Rs. 47
Davison's West Hartley Coal, (per ton) alongside.	(Ready.) (Forward.) Rs. 18¾ Rs. 16¼	(Ready.) (Forward.) Rs. 18 Rs. 16.
Welsh Hartley Coal, (per ton) „	.....	Nominal. Nominal.
Cardiff Coal, „ „	Rs. 21½ Rs. 19	Rs. 21 Rs. 18¼

mittee of the Chamber of Commerce during the Year 1894.

Quotations.	Week ending 5th January.	Week ending 12th January.
EXPORTS.		
Cotton— Market.	Firm and more doing.	Firm ; prices rather irregular.
(Full-pressed ; per candy of 784 lbs.)		
Broach ... ... Fine ...	Rs. 218 March 25th	Rs. 223 March 25th
Do. ... ... Good...	„ 215 „	„ 219 „
Barsee ... ... F.G. ...	„ 195 January 25th	„ 200 February 25th
Do. ... ... Good...	„ 190 „	„ 195 „
Oomrawuttee, Good Staple ... Fine ...	Nominal.	Nominal.
„ „ ... F.G. ...	Rs. 187 January 25th	Rs. 195 Jan.-February.
„ „ ... ... Good...	„ 181 „	„ 190 „
Khandeish .. .. Fine..	Nominal.	Nominal.
„ ... . F.G....	Rs. 174 January 25th	Rs. 182 Jan.-February.
„ .. .. Good..	„ 168 „	„ 176 „
Belattee .. .. Fine..	„ 186 to Rs. 187 Jan. 25th	„ 190 to Rs. 192 „
„ ... . F.G...	„ 176 to „ 177 „	„ 182 „ 184 „
„ ... . Good..	„ 170 to „ 171 „	„ 176 „ 178 „
Dhollera ... . Fine ...	„ 204 April-May	„ 210 May 25th
„ .. .. F.G. ..	„ 194 „	„ 200 „
„ ... . Good..	„ 189 „	„ 195 „
Bengals ... . Fine ..	„ 154 January 25th	„ 190 to Rs. 192 Jan-Feb.
„ .. .. F.G. ..	„ 164 „	„ 170 to „ 172 „
„ ... ... Good..	„ 154 „	„ 160 to „ 162 „
Dharwar (S.G.) ... ... Good..	„ 194 May 25th	„ 200 to „ 201 May 25th
Westerns .. .. Good...	„ 184 „	„ 190 to „ 191 „
Gingelly seed, White (per cwt.)..	„ 8-0-0 Ready	„ 8-1-0 Ready
„ Mixed „	„ 7 6-0 „	„ 7-7-6 „
Linseed, Bold „ ...	„ 7-6-6 „	„ 7-7-6 „
„ Small Seed „ ..	„ 7-4-0 „	„ 7-4-6 „
Rapeseed, Guzerat Yellow „ ...	„ 6-10-0 „	„ 6-9-0 „
„ Brown Delhi „ ...	„ 6-0-0 „	„ 5-15-6 „
„ Yellow Cawnpore „ ...	„ 6-7-0 „	„ 6-8-0 „
Poppy seed „ ...	„ 7-12-0 „	„ 7-11-6 „
Groundnuts „ ..	„ 6-3-0 „	„ 6-3-6 „
Castorseed, Bold Cawnpore „ ...	.....	.....
„ Ordinary Quality, F.A. „ ...	Rs. 5-5-6 „	Rs. 5-4-6 „
Wheat, White Pessy „	„ 3-12-0 „ 91 % / „ 3-9-0 „ 85 %	„ 3-11-6 „ 91 % / „ 3-9-0 „ 85 %
„ Jabalpur Pessy „ ...	.....	....
„ Ahmedabad (Soft Red) „ ...	.....	....
„ Hard Yellow „	..... Ready 75 % / ..... „ 63 % / Rs. 3-15-6 „ 50 %	..... Ready 75 % / ..... „ 63 % / Rs. 3-15-0 „ 50 %
„ Delhi No. 1, White Pessy „ ...	„ 4-1-3 Forward	Rs. 3-15-0 „
„ „ Red „ ..	....	....
„ Hard Red Khatha 75 % „ ..	.....	Rs. 3-13-0 Ready
„ Nagpore Khathi „ ...	Rs. 3-2-0 Ready	„ 3-1-6 „
Opium, (Malwa) per chest, Old	„ 1,180	„ 1,130
„ „ New	„ 1,160	„ 1,075
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal.	£0 17s. 6d.	£1 0s. 0d.
„ Seeds and Wheat „ ...	£0 17s. 0d.	£0 18s. 0d.
London—M'ment cargo, P. & O. Co. „ ...	£1 5s. 0d.	£1 5s. 0d.
„ Seeds and Wheat Do. „ ..	£0 15s. 0d.	£0 17s. 0d.
„ Measurement Cargo „ ...	.....	....
„ Seeds and Wheat „ ..	.....	....
Havre—Measurement Cargo „ ..	£0 18s. 0d.	£1 0s. 0d.
„ Seeds and Wheat „ ..	£0 17s. 6d.	£0 19s. 3d.
Antwerp—Measurement Cargo „ ..	£0 18s. 0d.	£1 0s. 0d.
„ Seeds and Wheat „ ..	£0 17s. 6d.	£0 18s. 6d.
Hull „ ..	£0 18s. 0d.	£1 0s. 0d.
Dunkirk „ ..	£0 17s. 6d.	£0 19s. 6d.
Trieste and Venice—Measurement Cargo „ ..	£0 17s. 0d.	£0 17s. 6d.
„ Seeds and Wheat „ ..	£0 16s. 0d.	£0 17s. 0d.
Marseilles—Measurement Cargo „ ...	£0 17s. 6d.	£0 18s. 6d.
„ Seeds and Wheat „ ..	£0 17s. 6d.	£0 18s. 6d.
Genoa—Measurement Cargo „ ..	£0 18s. 0d.	£1 0s. 0d.
„ Seeds and Wheat „ ..	£0 18s. 0d.	£0 18s 6d.
China Steamer	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Australia	„ 25 „ „ 35	„ 25 „ „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 19th January.	Week ending 26th January.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 13/16d.	1s. 2 7/32d.
" " Sight	1s. 2 27/32d.	1s. 2 ¼d.
" " 3 m'ths' "	1s. 2 29/32d.	1s. 2 5/16d.
" " 4 " "	1s. 2 15/16d.	1s. 2 11/32d.
" " 6 " "	1s. 3d.	1s. 2 13/32d.
First-class Credits Sight	.....	.....
" " 3 " "	1s. 3d.	1s. 2 7/16d.
" " 4 " "	1s. 3 1/32d.	1s. 2 15/32d.
" " 6 " "	1s. 3 3/32d.	1s. 2 17/32d.
Documents 3 " "	1s. 3 1/32d.	1s. 2 15/32d.
" 4 " "	1s. 3 1/16d.	1s. 2 ¼d.
" 6 " "	1s. 3⅛d.	1s. 2 9/16d.
Paris Francs Mercantile Bills 3 " "	1·57½	1·51½
" " " 4 " "	.....	.....
" " " 6 " "	1·58½	1·52½
On Calcutta Bank Telegraphic Transfer	100 3/32	100 1/16
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 178 per 100$; Shanghai, Rs. 242 per 100 Taels; Japan, Rs. 178 per 100 $	Hongkong, Rs. 183 per 100 $; Shanghai, Rs. 245 per 100 Taels; Japan, Rs 183 per 100 $
English Bar Gold, 100 touch (per tola)	Rs. 25-12-0	Rs. 26-4-0
Sovereigns	" 16-3-0	" 16-8-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	7 per cent.	9 per cent.
" of Interest on Demand Loans on Govt. Securities.	5 "	6 "
Rate of Interest in the open Market on Govt. Securities ...	5 "	6 "
Money Market	Money in fair demand.	Money very scarce.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 104-4-0	Rs. 103-6-0
Three-and-a-half per cents. ...	Nominal.	Nominal.
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 3-5-6	Rs. 3-6-0
7½ to 8¼ lbs. " " "	" 4-2-6	" 4-3-0
2½ to 3lbs. 28-30in. Madapollams "	" 1-13-6	" 1-14-0
No. 40s Mule Twist, (per lb.) ...	As. 8½ to 9	As. 8½ to 9¼
No. 30s Water " " ...	" 8¼ to 9	" 8¼ to 9¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 41-12-0	Rs. 42-4-0
Yellow Metal, (in cases) " ...	" 37-4-0	" 37-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 31 to Rs. 32	" 31-0-0 to Rs. 32-0-0
Staffordshire Bar Iron, " " ...	" 33-0-0	" 33-0-0
Swedish Bar Iron, " " ..	" 45-0-0 to Rs. 47-0-0	" 45-0-0 to Rs. 48-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 17¼ Ready; " 15½ Forward.	Rs. 17½ Ready; " 16¾ Forward.
Welsh Hartley Coal, (per ton) "	.....	.....
Cardiff Coal, (per ton) "	Rs. 22 rdy.; Rs. 17½ fw	Rs. 22 ready; Rs. 18 fwd.

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 19th January.	Week ending 26th January.
EXPORTS.		
Cotton— Market	Steady.	Firm, with a small business.
(Full-pressed; per candy of 784 lbs.)		
Broach ... ... Fine	Rs. 219 to Rs. 220 March 25th	Rs. 222 March 25th
Do. ... ... Good	„ 215 „ „	„ 218 „ „
Barsee ... ... F.G.	„ 202 Jan.-Feb.	Rs. 198 to Rs. 200 Jan-Feb.
Do. ... ... Good	„ 195 „ „	„ 192 „ 194 „
Oomrawuttee, Good Staple ... ... Fine	Nominal	Nominal
„ „ ... ..F.G.	Rs. 195 January-February	Rs. 195 to Rs. 196 Jan-Feb.
„ „ ... ...Good	„ 189 „ „	„ 190 „ 191 „ „
Khandeish .. .. Fine	Nominal	Nominal
„ .. .. F. G.	Rs. 183 January-February	Rs. 182 January-February
„ ... . Good	„ 177 „ „	„ 176 „ „
Belatee .. .. Fine	„ 190 „ „	„ 190 „ „
„ .. .. F.G.	„ 182 „ „	„ 183 „ „
„ .. .. Good	„ 176 „ „	„ 177 „ „
Dhollera .. .. Fine	„ 207 April-May	„ 209 May 25th
„ .. .. F.G.	„ 197 „ „	„ 200 „ „
„ .. .. Good	„ 191 „ „	„ 194 „ „
Bengals .. .. Fine	„ 190 January-February	„ 186 January-February
„ .. .. F.G.	„ 164 „ „	„ 161 „ „
„ .. .. Good	„ 155 „ „	„ 152 „ „
Dharwar (S.G.) .. .. .. Good	„ 197 May	„ 200 May 25th
Westerns .. ..Good	„ 187 „	„ 190 „
Gingelly seed, White (per cwt.)	Rs. 8-1-6 Ready	Rs. 8-4-6 Ready
„ Mixed „	„ 7-8-0 „	„ 7-9-0 „
Linseed, Bold „	„ 7-8-0 „	„ 7-10-0 „
„ Small Seed „	„ 7-4-0 „	„ 7-7-0 „
Rapeseed, Guzerat Yellow „	„ 6-10-0 „	„ 6-12-0 „
„ Brown Delhi „	„ 6-0-6 „	„ 6-2-0 „
„ Yellow Cawnpore „	„ 6-7-0 „	„ 6-10-0 „
Poppy seed „	„ 7-11-0 „	„ 7-11-6 „
Groundnuts „	„ 6-2-0 „	„ 6-5-6 „
Castor seed, Bold Cawnpore „	.....	.....
„ Ordinary quality F.A. „	Rs. 5-4-0 Ready	Rs. 5-5-0 Ready
Wheat, White Pessy „	„ 3-13-0 „ 91 %	„ 3-12-6 „ 91 %
„ Jabalpur Pessy „	„ 3-10-0 „ 85 %	„ 3-10-6 „ 85 %
„ Ahmedabad (Soft Red) „	.....	.....
„ Hard Yellow „	Rs. 3-8-0 Ready	Rs 3-9-6 Ready
„ Delhi, No. 1, White Pessy „	„ ..... „ 75 %	„ 4-5-0 75% Mar.-April
„ „ Red „	„ ..... „ 63 %	„ 4-2-0 63 % „ „
„ Hard Red Khatha 75% „	Rs. 3-15-0 „ 50 %	„ 4-0-6 50 % Ready
„ Nagpore Khathi „	„ 3-15-0 „	„ 3-13-0 „
Opium, (Malwa) per chest, Old	„ 3-15-0 „	.....
„ „ „ New	.....	Rs. 3-11-0 March-April
	Rs. 3-1-0 Ready	„ 3-0-6 Ready
	„ 1,135	„ 1,155
	„ 1,109	„ 1,105
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal.	£0 18s. 9d.	£1 1s. 3d.
„ Seeds & Wheat „	£0 18s. 6d.	£0 18s. 6d.
London—M'ment cargo, P. & O. Co. „	£1 5s. 0d.	£0 18s. 9d.
„ Seeds & Wheat do. „	£0 17s. 0d.	£0 17s. 0d.
„ M'ment cargo, „	.....	.....
„ Seeds and Wheat „	.....	.....
Havre—M'ment cargo „	£1 0s. 6d.	£1 1s. 3d.
„ Seeds and Wheat „	£1 0s 0d.	£1 0s. 0d.
Antwerp—M'ment cargo „	£0 19s. 6d.	£1 1s. 3d.
„ Seeds and Wheat „	£0 18s. 0d.	£1 0s. 0d.
Hull „	£0 19s. 0d.	£0 19s. 0d.
Dunkirk „	£0 19s. 0d.	£1 0s. 0d.
Trieste & Venice—M'ment cargo „	£0 17s. 0d.	£0 18s. 9d.
„ „ Seeds & Wheat „	£0 16s. 0d.	£0 17s. 6d.
Marseilles—M'ment cargo „	£0 18s. 9d.	£0 18s. 6d.
„ Seeds & Wheat „	£0 18s. 3d.	£0 18s. 0d.
Genoa—M'ment cargo „	£0 18s. 9d.	£0 19s. 0d.
„ Seeds and Wheat „	£0 18s. 3d.	£0 18s. 6d.
China Steamer	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Australia	„ 25 „ „ 35	„ 25 „ „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 2nd February.	Week ending 9th February.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 3/16d.	1s. 1 11/16d.
" " Sight	1s. 2 7/32d.	1s. 1 11/16d.
" " 3 m'ths' "	1s. 2 9/32d.	1s. 1¾d.
" " 4 " "	1s. 2 5/16d.	1s. 1 25/32d.
" " 6 " "	1s. 2⅜d.	1s. 1 27/32d.
First-class Credits 3 " "	1s. 2⅜d.	1s. 1⅞d.
" " 4 " "	1s. 2 13/32d.	1s. 1 29/32d.
" " 6 " "	1s. 2 15/32d.	1s. 1 31/32d.
Documents ... 3 " "	1s. 2 13/32d.	1s. 1 29/32d.
" " 4 " "	1s. 2 7/16	1s. 1 15/16d.
" " 6 " "	1s. 2½d.	1s. 2d.
Paris Francs Mercantile Bills 3 " "	1·51¼	1·46
" " 6 " "	1·52¼	1·47
On Calcutta Bank Telegraphic Transfer	100 1/16	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 183 per 100 $; Shanghai, Rs. 245 per 100 Taels; Japan, Rs. 183 per 100 $.	Hongkong Rs. 179 per 100 $; Shanghai Rs. 240 per 100 Taels; Japan, Rs. 179 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 26-12-0	Rs. 27-12-0
Sovereigns	" 16-10-0	" 17-3-0 Nominal.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	9 to 10 per cent.	10 per cent.
" of Interest on Demand Loans on Govt. Securities.	7 " "	8 " "
Rate of Interest in the open Market on Govt. Securities ...	7 " "	8 " "
Money Market	Money extremely scarce; great tension.	Money very scarce.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 102-0-0	Rs. 100-0-0
Three-and-a-half per cents. ...	Nominal.	No quotation.
IMPORTS.		
Piece Goods— Market	Steady.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs (per piece).	Rs. 3-6-0	Rs. 3-7-0
7½ to 8¼ lbs. " " "	" 4-4-0	" 4-4-0
2½ to 3 lbs. 28-30 in. Madapollams "	" 1-14-6	" 1-15-0
No. 40s Mule Twist, (per lb.) ...	As. 8½ to 9¾	As. 8¾ to 9½
No. 30s Water " " ...	" 8¼ to 9¼	" 8½ to 9¾
Copper Braziers, (in bundles.) (per cwt.)	Rs. 42-8-0	Rs. 43-0-0
Yellow Metal, (in cases) " ...	" 37-10-0	" 38-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 31-0-0 to Rs. 32-0-0	" 31-0-0 to Rs. 32-0-0
Staffordshire Bar Iron, " "	" 33-0-0	" 33-0-0 to " 34-0-0
Swedish Bar Iron, " "	" 45-0-0 to " 47-0-0	" 45-0-0 to " 47-0-0
Davison's West Hartley Coal, (per ton) alongside.	(Ready.) (Forward.) Rs. 17-0-0 Rs. 16-0-0	(Ready) (Forward.) Rs. 17-0-0 Rs. 16-0-0
Welsh Hartley Coal, (per ton) "	....	....
Cardiff Coal, (") "	Rs. 22-0-0 Rs. 17¾	Rs. 19-0-0 Rs. 17-4-0

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 2nd February.	Week ending 9th February.
EXPORTS.		
Cotton— Market	Quiet.	Firm; quotations rather irregular.
(Full-pressed ; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 219 Feb.-March.	Rs. 220 March 25th
Do. ... ... Good...	„ 215 „ „	„ 215 „ „
Barsee ... ... F.G. ...	„ 199 „ „	„ 201 „ „
Do. ... ... Good...	„ 194 „ „	„ 195 „ „
Oomrawuttee, Good Staple,... ... Fine ...	Nominal.	.....
„ „ ... ... F.G. ...	Rs. 193 Feb.-March	Rs. 189 to Rs. 191 Mar. 25th
„ „ ... ... Good...	„ 185 „ „	„ 183 to „ 185 „
Khandeish .. .. Fine ..	Nominal.	Nominal.
„ ... . F.G. ...	Rs. 180 Feb.-March	Rs. 179 March 25th
„ ... . Good ...	„ 174 „ „	„ 172 „
Belatee ... . Fine ...	„ 190 „ „	„ 185 „
„ ... ... F.G. ..	„ 182 „ „	„ 178 „
„ .. .. Good...	„ 176 „ „	„ 172 „
Dhollera .. .. Fine ..	Rs. 208 to 209 April-May	„ 207 April-May.
„ .. .. F.G. ..	„ 198 to 199 „ „	„ 197 „
„ ... ... Good...	„ 192 to 193 „ „	„ 191 „
Bengals ... ... Fine ..	„ 183 Feb.-March	„ 182 March.
„ ... ... F.G. ..	„ 159 „	„ 159 „
„ ... ... Good...	„ 150 „	„ 149 „
Dharwar (S.G.) ... . Good...	„ 200 May	„ 202 May
Westerns ... ... Good...	„ 190 „	„ 192 May-June.
Gingelly seed, White (per cwt.)...	Rs. 8-6-0 Ready	Rs. 8-5-0 Ready.
„ Mixed „ ...	„ 7-10-0 „	„ 7-10-0 „
Linseed, Bold „ ..	„ 7-6-0 „	„ 7-7-0 „
„ Small Seed „ ..	„ 7-5-0 „	„ 7-6-0 „
Rapeseed, Guzerat Yellow „	„ 6-13-0 „	.....
„ Brown Delhi „	„ 6-1-6 „	„ 6-2-0 Ready
„ Yellow Cawnpore „ ..	„ 6-9-0 „	.....
Poppy seed „ ...	„ 7-11-6 „	„ 7-12-0 Ready
Groundnuts „ ..	„ 6-3-0 „	„ 6-4-0 „
Castorseed, Bold Cawnpore „ ...	„	.....
„ Ordinary quality F.A. „ ...	„ 5-3-6 Ready	„ 5-3-6 Ready
Wheat, White Pessy „	„ 3-15-0 „ 91 %	Rs. 4-0-0 „ 91 %
	„ 3-12-0 „ 85 %	„ 3-11-0 „ 85 %
„ Jabalpur Pessy „ ...	„	.....
„ Ahmedabad (Soft Red) „ ..	„ 3-8-0 Ready	.....
„ Hard Yellow „	„ 4-6-0 75 % Mar.-April	Rs. 4-5-0 75 % Mar.-Apr.
	„ 4-4-0 63 „ „	„ 4-3-0 63 „ „
	„ 4-2-0 50 „ „	„ 4-2-6 50 „ Ready.
„ Delhi, No. 1, White Pessy „ ...	Rs. 3-15-0 Ready	Rs. 3-15-6 Ready
„ „ Red „ ..	.....	.....
„ Hard Red Khatha 75 % „ ..	„ 3-12-0 Forward	„ 3-13-0 Forward.
„ Nagpore Khathi „ ..	„ 3-0-0 Ready	„ 3-0-0 Ready.
Opium, (Malwa) per chest, Old	„ 1,150	„ 1,130
„ „ „ New	„ 1,100	„ 1,075
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40ft.) via Suez Canal	£1 1s. 3d.	£1 2s. 6d.
„ Seeds and Wheat „ ...	£0 19s. 6d.	£0 19s. 6d.
London—M'ment cargo, P. & O. Co. „ ...	£1 7s. 6d.	£1 2s. 6d.
„ Seeds & Wheat do. „ ...	£0 17s. 6d.	£1 0s. 0d.
„ M'ment cargo. „ ...	.....	.....
„ Seeds and Wheat „ ...	.....	.....
Havre—M'ment cargo „ ..	£1 2s. 6d.	£1 5s. 0d.
„ Seeds and Wheat „ ..	£1 1s. 3d.	£1 5s. 0d.
Antwerp—M'ment cargo „ ...	£1 2s 6d.	£1 5s. 0d.
„ Seeds and Wheat „ ...	£1 1s. 3d.	£1 3s. 9d.
Hull „ ..	£1 0s. 0d.	£1 3s. 9d.
Dunkirk „ ..	.....	£1 5s. 0d.
Trieste & Venice—M'ment cargo „ ..	£1 2s. 6d.	£1 3s. 9d.
„ „ Seeds & Wheat „ ..	£1 1s. 3d.	£1 3s. 9d.
Marseilles—M'ment cargo „ ...	£1 0s. 0d.	£1 2s. 6d.
„ Seeds & Wheat „ ..	£0 19s. 6d.	£1 0s. 6d.
Genoa—M'ment Cargo „ ..	£1 0s. 0d.	£1 2s. 6d.
„ Seeds & Wheat „ ..	£0 19s. 0d.	£1 0s. 0d.
China Steamer	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Australia	„ 25 „ „ 35	„ 25 „ „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 16th February.	Week ending 23rd February.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 1 19/32d.	1s. 1 9/16d.
„ „ Sight	1s. 1⅝d.	1s. 1 19/32d.
„ „ 3 m'ths' „	1s. 1 11/16d.	1s. 1 11/16d.
„ „ 4 „ „	1s. 1 23/32d.	.....
„ „ 6 „ „	.....	.....
First-class Credits 3 „ „	1s. 1 13/16d.	1s. 1¾d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	1s. 1 29/32d.	1s. 1 27/32d.
Documents 3 „ „	1s. 1 27/32d.	1s. 1 25/32d.
„ 4 „ „	.....	.....
„ 6 „ „	1s. 1 15/16d.	1s. 1⅞d.
Paris Francs Mercantile Bills 3 „ „	1·45¼	1·44⅜
„ „ 6 „ „	.....	.....
On Calcutta Bank Telegraphic Transfer	100 1/16	100
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 184 per 100 $; Shanghai Rs. 247 per 100 Taels; Japan Rs. 184 per 100 $.	Hongkong Rs. 177 per 100 $; Shanghai Rs. 240 per 100 Taels; Japan Rs. 177 per 100 $.
English Bar Gold, 100 touch (per tola)	Rs. 28-0-0	Rs. 28-2-0
Sovereigns	„ 17-6-6	„ 17-8-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	Rs. 10 to 11 per cent.	Rs. 11 per cent.
„ „ of Interest on Demand Loans on Govt. Securities.	„ 9 „	„ 9 „
Rate of Interest in the open Market on Govt. Securities ...	„ 9 „	„ 9 „
Money Market	Very tight.	Money extremely scarce
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 100-15-0	Rs. 101-15-0
Three-and-a-half per cents. ...	„ 99-0-0 Nominal.	Nominal.
IMPORTS.		
Piece Goods— Market	Steady.	Steady.
6½ to 7lbs. 34-38in. Grey Shrtgs. (per piece)	Rs. 3-7-0	Rs. 3-7-0
7½ to 8¼ lbs. „ „ „	„ 4-4-0	„ 4-5-0
2½ to 3 lbs. 28-30 in. Madapollams „	„ 1-15-0	„ 1-15-6
No. 40s Mule Twist, (per lb.) ...	As. 8¾ to 9¼	As. 8¾ to 9¼
No. 30s Water „ „ ...	„ 8½ to 9¼	„ 8½ to 9⅜
Copper Braziers, (in bundles) (per cwt.)	Rs. 44-8-0	Rs. 44-4-0
Yellow Metal, (in cases) „ ...	„ 38-8-0	„ 38-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 31 to Rs. 32	„ 31 to Rs. 32
Staffordshire Bar Iron, „ „ ...	„ 34 to „ 35	„ 34-0-0
Swedish Bar Iron, „ „ ...	„ 46 to „ 48	„ 48 to Rs. 50
Davison's West Hartley Coal, (per ton) alongside.	Rs. 17 Ready; „ 16 Forward.	Rs. 17¾ Ready; „ 15½ Forward.
Welsh Hartley Coal, (per ton) „	.....	.....
Cardiff Coal, „ „	Rs. 18¼; Ready Rs. 17¼ Forward.	Rs. 18½ Ready; Rs. 17¼ Forward.

mitte of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 16th February.	Week ending 23rd February.
EXPORTS.		
Cotton— Market	Quiet, but Steady.	Dull.
(Full-pressed; per candy of 784 lbs.)		
Broach ... ...Fine...	Rs. 225 March 25th.	Rs. 226 March.
Do. ... ... Good..	„ 219 „ „	„ 219 „
Barsee ... ... F.G....	„ 202 Ready	.....
Do. ... ... Good..	„ 196 „	.....
Oomrawuttee, Good Staple, ... Fine	.....	.....
„ „ ... F.G....	Rs. 192 Ready	Rs. 188 Ready
„ „ ... .. Good..	„ 185 „	„ 182 „
Khandeish ... . Fine..	Nominal	.....
„ .. .. F.G...	Rs. 178 Ready	Rs. 165 Ready
„ .. .. Good..	„ 172 „	.....
Belatee ... . Fine..	„ 184 „	.....
„ .. .. F.G. ..	„ 176 „	Rs. 169 Ready
„ .. .. Good ..	„ 171 „	.....
Dhollera .. .. Fine....	„ 212 March 25th	Rs. 207 Ready
„ ... . F.G.....	„ 202 „ „	„ 197 „
„ ... ... Good ..	„ 195 „ „	„ 190 „
Bengals ... . Fine....	„ 183 Ready	„ 180 „
„ .. .. F.G.	„ 160 „	„ 160 „
„ .. .. Good ..	„ 150 „	„ 150 „
Dbarwar (S.G.) .. .. Good ..	„ 203 „	„ 203 May
Westerns .. .. Good ..	„ 192 „	„ 193 May-June
Gingelly seed, White ... ... (per cwt.) ..	„ 8-6-3 Ready	„ 8-6-6 Ready
„ Mixed 75 % „ ...	„ 7-12-9 „	„ 7-9-0 „
Linseed, Bold „ ...	„ 7-8-6 „	„ 7-5-0 „
„ Small Seed „ ...	„ 7-7-0 „	„ 7-4-0 „
Rapeseed, Guzerat Yellow „ ...	„ 6-12-0 „	„ 7-0-0 Forward
„ Brown Delhi „ ...	„ 6-0-0 „	„ 5-15-0 Ready
„ Yellow Cawnpore „ ...	„ 6-5-0 „	„ 6-11-6 Forward
Poppy seed „ ...	„ 7-8-0 „	„ 7-10-0 Ready
Groundnuts „ ...	„ 6-3-3 „	„ 6-0-0 „
Castorseed, Bold Cawnpore „ ..	.....	.....
„ Ordinary quality F. A. „ ..	Rs. 5-4-0 Ready	Rs. 5-2-0 Ready
Wheat, White Pessy „	„ 4-2-5 „ 91 %	4-0-6 „ 91 %
	„ 4-0-0 „ 85 %	„ 3-14-0 „ 85 %
„ Jabalpur Pessy „ ..	„ 3-13-6 „	„ 3-12-0 March-April
„ Ahmedabad (Soft Red) „ ..	„ 3-13-6 „	„ 3-12-6 „
	„ 4-0-0 „ 75 %	„ 4-7-6 „ 75 %
„ Hard Yellow „	„ 4-6-0 Forward 63 %	„ 4-5-6 „ 63 %
	..... 50 %	4-3-6 „ 50 %
„ Delhi No. 1, White Pessy „ ...	Rs. 4-0-0 Ready	„ 3-15-0 Ready
„ „ Red „ ...	.....	.....
„ Hard Red Khatha 75% „ ...	.....	Rs. 3-10-6 March-April
„ Nagpore Khathi „ ...	Rs. 3-0-0 Ready	„ 3-9-0 „
Opium, (Malwa) per chest, Old ...	„ 1,115	„ 1,135
„ „ „ New ...	„ 1,075	„ 1,075
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40ft.) via Suez Canal.	£1 5s. 0d.	£1 2s. 6d.
„ Seeds and Wheat „ ..	£1 0s. 0d.	£1 2s. 6d.
London—M'ment cargo, P.&O. Co. „ ...	£1 10s. 0d.	£1 10s. 0d.
„ Seeds & Wheat do. „ ...	£1 2s. 6d.	£1 0s. 0d.
„ M'ment Cargo, „ ..	....	.....
„ Seeds and Wheat „ ..	.....	.....
Havre—M'ment Cargo „ ..	£1 6s. 3d.	£1 5s. 0d.
„ Seeds and Wheat „ ..	£1 5s. 0d.	£1 3s. 0d.
Antwerp—M'ment Cargo „ ...	£1 6s. 3d.	£1 5s. 0d.
„ Seeds and Wheat „ ...	£1 5s. 0d.	£1 3s. 0d.
Hull „ ..	£1 5s. 0d.	£1 3s. 0d.
Dunkirk „ ...	£1 5s. 0d.	£1 3s. 0d.
Trieste & Venice—M'ment Cargo „ ...	£1 3s. 9d.	£1 5s. 0d.
„ „ Seeds & Wheat „ ...	£1 3s. 9d.	£1 2s. 6d.
Marseilles—M'ment Cargo „ ...	£1 5s. 0d.	£1 2s. 6d.
„ Seeds & Wheat „ ...	£1 0s. 0d.	£1 2s. 6d.
Genoa—M'ment Cargo „ ...	£1 5s. 0d.	£1 3s. 9d.
„ Seeds and Wheat „ ...	£1 3s. 9d.	£1 3s. 0d.
China Steamer	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Australia	„ 25 „ „ 35	„ 25 „ „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 2nd March.	Week ending 9th March.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 1 21/32d.	1s. 1 29/32d.
„ „ Sight	1s. 1 11/16d.	1s. 1 15/16d.
„ „ 3 m'ths' „	1s. 1 ⅝d.	1s. 1 31/32d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
First-class Credits ... 3 „ „	1s. 1 27/32d.	1s. 2 3/32d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	1s. 1 15/16d.	1s. 2 3/16d.
Documents... ... 3 „ „	1s. 1 ⅞d.	1s. 2⅛d.
„ 4 „ „	.....	.....
„ 6 „ „	1s. 1 31/32d.	1s. 2 7/32d.
Paris Francs Mercantile Bills ... 3 „ „	1·45½	1s. 48¼d.
„ ... 6 „ „	.....	.....
On Calcutta Bank Telegraphic Transfer	100	100
On China Mer'tile Bills, 30 days' Sight	Hongkong Rs. 167 per 100 $; Shanghai Rs. 234 per 100 Taels; Japan Rs. 167 per 100 $.	Hongkong Rs. 166 per 100 $; Shanghai Rs. 228 per 100 Taels; Japan Rs. 166 per 100 $.
English Bar Gold, 100 touch (per tola)	Rs. 28-2-0	Rs. 27-8-0
Sovereigns	„ 17-6-0	„ 17-0-0
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	12 per cent.	12 per cent.
„ of Interest on Demand Loans on Govt. Securities.	10 „ „	10 „ „
Rate of Interest in the open Market on Govt. Securities ...	10 „ „	10 „ „
Money Market	Money very scarce.	Money still scarce.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 102-0-0.	Rs. 102-13-0
Three-and a-half per cents. ...	Nominal.	Nominal.
IMPORTS.		
Piece Goods— Market.	Steady.	Firm.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece.)	Rs. 3-7-0	Rs. 3-7-0
7½ to 8¼ lbs. „ „ „	„ 4-6-0	„ 4-6-0
2½ to 3 lbs. 28-30in. Madapollams „	„ 1-15-0	„ 1-15-0
No. 40s Mule Twist, (per lb.) ...	As. 8¾ to 9½	As. 8¾ to 9½
No. 30s Water „ „ ...	„ 8¼ to 9¼	„ 8¼ to 9¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 44-0-0	Rs. 43-12-0
Yellow Metal, (in cases) „ ...	„ 38-0-0	„ 37-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 32-0-0	„ 32 to Rs. 33
Staffordshire Bar Iron, „ „	„ 34-0-0	„ 34-0-0
Swedish Bar Iron, „ „	„ 48 to Rs. 50	„ 48 to Rs. 50
Davison's West Hartley Coal, (per ton) alongside.	(Ready) (Forward) Rs. 16¾ Rs. 16.	(Ready) (Forward) Rs. 16⅝ Rs. 16.
Welsh Hartley Coal, (per ton) „	.....	.....
Cardiff Coal, („) „	Rs. 18½ Rs. 17½	Rs. 18½ Rs. 18

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 2nd March.	Week ending 9th March.
EXPORTS.		
Cotton— Market.	Steady; not much business doing.	Quiet.
(Full-pressed; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 230 March 25th	Rs. 232 Ready.
Do. ... ... Good...	„ 222 „	„ 224 „
Barsee, ... F.G....	„ 200 Ready	.....
Do. ... ... Good...	„ 194 „	.....
Oomrawuttee, Good Staple, ... Fine..	.....	.....
„ „ ... .. F.G....	Rs. 189 Ready	Rs. 183 Ready.
„ „ .. .. Good...	„ 184 „	„ 176 „
Khandeish .. .. Fine....	.....	.....
„ ... . F.G....	Rs. 175 Ready	Rs. 179 Ready.
„ .. .. Good..	„ 168 „	„ 167 „
Belatee .. .. Fine...	„ 184 „	.....
„ .. .. F.G....	„ 172 „	Rs. 168 Ready.
„ .. .. Good..	.....	„ 161 „
Dhollera ... . Fine...	Rs. 208 Ready	„ 206 „
„ ... . F.G....	„ 198 „	„ 196 „
„ ... ... Good...	„ 195 April, 25th	„ 190 „
Bengals, ... Fine...	„ 180 Ready	„ 174 „
„ ... . F.G....	„ 159 „	„ 157 „
„ „ ... . Good...	„ 149 „	„ 147 „
Dharwar (S.G.) .. .. .. Good..	„ 203 May, 25th	„ 201 May
Westerns, ... Good..	„ 193 25th May-June.	„ 191 „
Gingelly Seed, White (per cwt)...	Rs. 8-7-0 Ready	Rs. 8-7-0 Ready.
„ Mixed „ ..	„ 7-10-0 „	„ 7-10-0 „
Linseed, Bold „ ..	„ 7-2-6 „	„ 7-2-0 „
„ Small Seed „ ...	„ 7-1-6 „	„ 7-1-0 „
Rapeseed, Guzerat Yellow „ ...	„ 6-13-0 „	„ 6-9-0 „
„ Brown Delhi „ ...	„ 5-11-6 „	„ 5-11-0 „
„ Yellow Cawnpore „ ..	„ 6-8-0 Forward	„ 6-6-6 Forward.
Poppy seed „ ..	„ 7-10-0 Ready	„ 7-0-6 „
Groundnuts „ ...	„ 5-12-6 „	„ 5-12-0 Ready.
Castorseed, Bold Cawnpore „ ...	.....	.....
„ Ordinary quality, F.A. „ ...	Rs. 5-0-0 „	„ 5-0-0 Ready.
Wheat, White Pessy „	„ 3-14-0 „ 91 %	„ 8-13-0 „ 91 %
	„ 3-10-0 „ 85 %	„ 3-11-0 „ 85 %
„ Jabalpur Pessy „ ...	„ 3-12-0 Forward	„ 3-12-0 April May.
„ Ahmedabad (Soft Red), „ ...	„ 3-10-0 „	„ 3-10-0 March April
„ Hard Yellow „	„ 4-6-6 „ 75 %	„ 4-4-0 „ 75 %
	„ 4-4-6 „ 63 %	„ 4-2-0 „ 63 %
	„ 4-2-6 „ 50 %	„ 4-0-0 „ 50 %
„ Delhi No. 1 White Pessy „ ...	„ 3-14-6 Ready	Rs. 3-14-0 Ready.
„ „ Red „ ...	.....	„ 3-8-0 May-June.
„ Hard Red Khatha 75 % „ ...	Rs. 3-11-0 Forward	„ 3-12-0 March-April.
„ Nagpore Khathi „ ..	„ 3-4-0 Ready	„ 3-8-6 „
Opium, (Malwa) per chest, Old	„ 1,135	„ 1,100
„ „ „ New	„ 1,080	„ 1,050
FREIGHTS.	(Ready.)	(Ready.)
Liverpool—Cotton, per ton of 40 feet) via Suez Canal	£1 2s. 6d.	£1 2s. 6d.
„ Seeds & Wheat „ ...	£0 19s. 6d.	£0 18s. 6d.
London—M'ment cargo, P. & O. Co. „ ...	£1 10s. 0d.	£1 10s. 0d.
„ Seeds & Wheat do. „ ..	£1 1s 6d.	£1 1s. 9d.
„ M'ment cargo „ ...	£1 2s. 6d.	£1 2s. 6d.
„ Seeds and Wheat „	£1 1s. 3d.	£1 1s. 6d.
Havre—M'ment cargo „ ...	£1 2s. 0d.	£1 1s. 6d.
„ Seeds and Wheat „ ..	£1 1s. 6d.	£1 0s. 6d.
Antwerp—M'ment cargo „ ..	£1 3s. 0d.	£1 2s. 0d.
„ Seeds and Wheat „ ..	£1 2s. 0d.	£1 1s. 6d.
Hull „ ...	£1 2s. 6d.	£1 1s. 6d.
Dunkirk „ ..	£1 2s. 0d.	£1 1s. 6d.
Trieste & Venice—M'ment cargo „ ..	£1 6s. 3d.	£1 1s. 6d.
„ „ Seeds & Wheat „ ..	£1 6s. 3d.	£1 1s. 6d.
Marseilles—Measurement cargo „ ...	£1 2s. 6d.	£1 0s. 0d.
„ Seeds & Wheat „ ..	£0 19s. 6d.	£0 19s. 0d.
Genoa—M'ment cargo „ ...	£1 0s. 0d.	£1 0s. 0d.
„ Seeds and Wheat „ ...	£1 0s. 0d.	£0 19s. 0d.
China Steamer	Rs. 6 to Rs. 8	Rs. 6to Rs. 8
Australia	„ 25 „ „ 35	„ 25 „ „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 16th March.	Week ending 22nd March.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 1⅛d.	1s. 1 25/32d.
,, ,, Sight	1s. 1 29/32d.	1s. 1 13/16d.
,, ,, 3 m'ths' ,,	1s. 1 15/16d.	1s. 1⅛d.
,, ,, 4 ,, ,,	.....	.....
,, ,, 6 ,, ,,	.....	.....
First-class Credits 3 ,, ,,	1s. 2 1/16d.	1s. 1 15/16d.
,, ,, 4 ,, ,,	.....	.....
,, ,, 6 ,, ,,	1s. 2 5/32d.	1s. 2 1/32d.
Documents... ,, 3 ,, ,,	1s. 2 3/32d.	1s. 1 31/32d.
,, ,, 4 ,, ,,	.....	.....
,, ,, 6 ,, ,,	1s. 2⅜d.	1s. 2 1/16d.
Paris Francs Mer'tile Bills 3 ,, ,,	1·48	1·46¾
,, ,, 6 ,, ,,	.....	.....
On Calcutta Bank Telegraphic Transfer...	100 1/32	100 1/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 168 per 100 $; Shanghai, Rs. 229 per 100 Taels; Japan, Rs. 168 per 100 $.	Hongkong, Rs. 168 per 100 $; Shanghai, Rs. 230 per 100 Taels; Japan, Rs. 168 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 27-8-0	Rs. 27-10-0
Sovereigns	,, 17-3-0	,, 17-1-6
Bar Silver	Rs. 84-8-0 rdy.; Rs. 84-0-0 fwd	Rs. 84-4-0 rdy.; Rs. 84-0-0 fwd.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	9 per cent.	9 per cent.
,, of Interest on Demand Loans on Govt. Securities	8 ,,	8 ,, ,,
Rate of Interest in the open Market on Govt. Securities ...	8 ,,	8 ,, ,,
Money Market	Easier.	Money fairly easy.
GOVERNMENT SECURITIES.		
Four per cents	Rs. 103-10-0	Rs. 103-14-0
Three-and-a-half per cents. ...	Nominal.	,, 100-8-0
IMPORTS.		
Piece Goods— Market	Quiet.	Nothing doing owing to the Holi Holidays.
6¼ to 7 lbs. 34 38 in. Grey Shrtgs. (per piece).	Rs. 3-6-0	Rs. 3-6-0
7½ to 8½ lbs. ,, ,, ,,	,, 4-6-0	,, 4-6-0
2½ to 3lbs. 28-30 in. Madapollams ,,	,, 1-15-0	,, 1-15-0
No. 40s Mule Twist, (per lb.) ...	As. 8¾ to 9½	As. 9⅛
No. 30s Water ,, ,, ...	,, 8½ to 9⅜	,, 9⅛
Copper Braziers (in bundles) (per cwt.)	Rs. 44-0-0	Rs. 44-12-0
Yellow Metal, (in cases) ,, ...	,, 37-8-0	,, 37-10-0
Welsh Bar Iron, (per candy of 746½ lbs.).	Rs. 32-0-0	Rs. 31-8-0
Staffordshire Bar Iron, ,, ,, ...	,, 34-0-0	,, 38-8-0
Swedish Bar Iron, ,, ,, ...	,, 48 to Rs. 49	,, 48-0-0
Davison's West Hartley Coal (per ton) alongside.	Rs. 16½ Ready; ,, 15¾ Forward	Rs. 17½ Ready; ,, 16¼ Forward.
Welsh Hartley Coal, (per ton) ,,	.....	.....
Cardiff Coal, (,,) ,,	Rs. 18¼ rdy.; Rs. 17½ fwd.	Rs. 18¼ rdy.; Rs. 17¾ fwd.

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 16th March.	Week ending 22nd March.
EXPORTS.		
COTTON— Market.	Quiet.	Quiet, but steady.
(Full-pressed ; per candy 784lbs.)		
Broach, ... Fine...	Rs. 229 Ready	Rs. 227 Ready
Do. ... ... F.G....	„ 225 „	„ 223 „
Do. ... ... Good..	„ 223 „	„ 220 „
Barsee ... ... F.G....	„ 200 „	„ 198 „
Do. ... ... Good..	„ 196 „	„ 193 „
Oomrawuttee, Good Staple, ... Fine ..	.....	.....
„ „ ... ... F.G. ...	Rs. 184 Ready	Rs. 183 Ready
„ „ ... ... Good...	„ 178 „	„ 176 „
Khandeish .. .. Fine ...	.....	.....
„ ... . F.G. ..	Rs. 172 Ready	Rs. 172 Ready
„ ... ... Good ...	„ 166 „	„ 166 „
Belatee .. .. Fine ...	„ 181 „	.....
„ ... . F.G...	„ 168 „	„ 165 „
„ ... . Good ..	.....	„ 158 „
Dhollera .. .. Fine ..	Rs. 203 Ready	Rs. 203 „
„ ... ... F.G....	„ 193 „	„ 193 „
„ .. .. Good	„ 188 „	„ 188 „
Bengals, ... Fine ..	„ 168 „	„ 166 „
„ ... . F.G. ..	„ 153 „	„ 151 „
„ ... ... Good..	„ 143 „	„ 141 „
Dharwar (S.G.) .. .. Good..	„ 200 May	„ 198 „
Westerns ... ... Good...	„ 190 „	„ 189 „
Gingelly seed White (per cwt)...	„ 8-8-0 Ready	„ 8-7-6 Ready
„ Mixed „ ...	„ 7-9-0 „	„ 7-10-0 „
Linseed, Bold „ ..	„ 7-3-0 „	„ 7-3-0 „
„ Small Seed „ ..	„ 7-2-6 „	„ 7-2-6 „
Rapeseed, Guzerat Yellow „ ..	„ 6-8-0 „	„ 6-6-6 „
„ Brown Delhi „ ..	„ 5-11-0 „	„ 5-10-6 „
„ Yellow Cawnpore „ ..	„ 6-4-0 Forward	„ 6-3-6 Forward
Poppy seed „ ..	„ 7-9-6 „	„ 7-10-0 „
Groundnuts „ ...	„ 5-13-0 Ready	„ 5-12-6 Ready
Castorseed, Bold Cawnpore „ ..	.....	.....
„ Ordinary Quality F.A „ ..	Rs. 4-15-0 „	„ 4-15-6 „
Wheat, White Pessy „	„ 3-14-0 „ 91 %	Rs. 4-2-0 „ 91 %
	„ 3-12-0 „ 85 %	„ 3-14-6 85 % Ap. May
„ Jabalpur Pessy „ ...	„ 3-12-0 „ Forward	„ 3-13-6 „ „
„ Ahmedabad(Soft Red) „ ..	„ 3-10-0 „	„ 3-8-0 March-April
„ Hard Yellow „	„ 4-6-0 75 % „	„ 4-3 0 75% „
	„ 4-0-6 63 % „	„ 4-1-6 63% „
	„ 3-15-6 50 % „	„ 4-0-6 50% „
„ Delhi No.1, White Pessy „ ...	„ 3-12-0 „	Rs. 3-13-0 April-May
„ „ Red „ ...	„ 3-5-0 „	„ 3-5-6 May-June
„ Hard Red Khatha 75 % , ...	„ 3-12-0 „	„ 3-12-0 March-April
„ Nagpore Khathi „ ...	„ 3-6-6 „	„ 3-6-0 „
Opium, (Malwa) per chest, Old	„ 1,125	„ 1,125
„ „ „ New	„ 1,075	„ 1,075
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton (per ton of 40 ft.,) via Suez Canal	£1 1s. 3d.	£1 1s. 0d.
„ Seeds & Wheat „ ...	£0 18s. 0d.	£0 18s. 0d.
London—M'ment cargo, P. & O. Co.	£1 10s. 0d.	£1 10s. 0d.
„ Seeds & Wheat do. „ ..	£1 0s. 0d.	£1 0s. 0d.
„ M'ment cargo „ ...	£1 2s. 6d.	£1 2s. 6d.
„ Seeds and Wheat „ ...	£1 1s. 3d.	£1 0s. 0d.
Havre—M'ment cargo „ ...	£1 0s. 0d.	£1 0s. 0d.
„ Seeds and Wheat „ ..	£0 19s. 6d.	£0 19s. 6d.
Antwerp—M'ment cargo „ ..	£1 1s 3d.	£0 19s. 6d.
„ Seeds and Wheat „ ...	£1 0s. 0d.	£0 19s. 0d.
Hull „ ...	£1 0s. 6d.	£1 0s. 6d.
Dunkirk „ ...	£1 0s. 0d.	£1 0s. 0d.
Trieste & Venice—M'ment cargo „ ...	£1 2s. 0d.	£1 2s. 0d.
„ Seeds & Wheat „ ...	£1 1s. 3d.	£1 1s. 6d.
Marseilles—Measurement cargo „ ...	£0 18s. 6d.	£0 19s. 0d.
„ Seeds & Wheat „ ...	£0 18s. 0d.	£0 18s. 6d.
Genoa—Measurement cargo „ ..	£1 3s. 9d.	.....
„ Seeds and Wheat „ ...	£1 0s. 0d.	.....
China Steamer	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Australia	„ 25 „ „ 35	„ 25 „ „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 30th March.	Week ending 6th April.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 1 25/32d.	1s. 1 9/16d.
" " Sight	1s. 1 25/32d.	1s. 1 19/32d.
" " 3 m'ths' "	1s. 1⅛d.	1s. 1 21/32d.
" " 4 " "	.....	.....
" " 6 " "	.....	.....
First-class Credits ...3 " "	1s. 1 15/16d.	1s. 1⅛d.
" " 4 " "	.....	.....
" " 6 " "	1s. 2 1/32d.	1s. 1 13/16d.
Documents 3 " "	1s. 1 31/32d.	1s. 1 25/32d.
" " 4 " "	.....	.....
" " 6 " "	1s. 2 1/16d.	1s. 1 27/32d.
Paris Francs Mercantile Bills...3 " "	1·46¾	1·44½
" " ...6 " "	.....	.....
On Calcutta Bank Telegraphic Transfer	100 1/16d.	100 1/32
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs. 169½ per 100 $; Shanghai, Rs. 232 per 100 Taels; Japan, Rs. 170 per 100 $.	Hongkong, Rs. 175 per 100 $; Shanghai, Rs. 237 per 100 Taels; Japan, Rs. 175 per 100 $.
English Bar Gold, 100 touch (per tola)	Rs. 27-9-0	Rs. 28-1-0
Sovereigns	" 17-9-0	" 17-10-0
Bar Silver	Rs. 84-4-0 rdy; Rs. 84-4-0 frd.	Rs. 86-8-0 rdy; Rs. 86-8-0 fwd.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	8 per cent.	8 per cent.
" of Interest on Demand Loans on Govt. Securities	7 "	7 "
Rate of Interest in the open Market on Govt. Securities ...	7 "	7 "
Money Market	Steady.	Money somewhat scarce.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 104-2-0	Rs. 103-12-0
Three-and-a-half per cents. ...	" 100-0-0 Nominal.	" 100-8-0 Nominal.
IMPORTS.		
Piece Goods— Market	Quiet.	Moderate enquiry.
6½ to 7 lbs. 34-38in. Grey Shrtgs, (per piece.)	Rs. 3-6-0	Rs. 3-6-0
7¼ to 8¼lbs. " " "	" 4-4-0 to Rs. 4-6-0	" 4-6-0
2½ to 3 lbs. 28-30 in. Madapollams "	" 1-14-0 " " 1-15-0	" 1-14-6
No. 40s Mule Twist, (per lb.) ...	As. 8¾ to 9¼	As. 8⅝ to 9¼
No. 30s Water " " ...	" 8½ to 9¼	" 8½ to 9¼
Copper Braziers, (in bundles) (per cwt)	Rs. 44-8-0	Rs. 44-2-0
Yellow Metal, (in cases) " ...	" 37-8-0	" 37-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 32-0-0	" 32-0-0
Staffordshire Bar Iron, " "	" 34-0-0	" 34-0-0
Swedish Bar Iron, " "	" 47 to Rs. 49	" 50 to Rs. 51
Davison's West Hartley Coal (per ton) alongside.	Rs. 16½ Ready; " 16¼ Forward.	Rs. 16 Ready; " 16 Forward.
Welsh Hartley Coal, (per ton) "	.....	.....
Cardiff Coal, (") "	Rs. 19 rdy.; Rs. 18¼ fwd.	Rs. 19 rdy.; Rs. 17⅝ fwd.

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 30th March.	Week ending 6th April.
EXPORTS.		
Cotton— Market.	Steady.	Quiet, but steady.
(Full-pressed ; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 231 Ready	Rs. 232 Ready
Do. ... ... F.G....	„ 227 „	„ 228 „
Do. ... ... Good...	„ 223 „	„ 222 „
Barsee, ... F.G....	„ 200 „	„ 203 „
Do. ... ... Good...	„ 194 „	„ 198 „
Oomrawuttee, Good Staple, ... Fine ..	.....	.....
„ „ ... ... F.G. ...	Rs. 186 Ready	Rs. 188 Ready
„ „ ... ... Good ...	„ 180 „	„ 182 „
Khandeish ... ... Fine ...	.....	.....
„ ... ... F.G. ...	.....	Rs. 181 Ready
„ ... ... Good...	.....	„ 176 „
Belatee ... ... Fine ...	.....	.....
„ ... ... F.G. ...	Rs. 173 Ready	Rs. 173 Ready
„ ... ... Good ...	„ 167 „	„ 166 „
Dhollera ... ... Fine ...	„ 206 „	„ 208 „
„ ... ... F.G. ...	„ 196 „	„ 198 „
„ ... ... Good ...	„ 190 „	„ 193 „
Bengals ... ... Fine ...	„ 168 „	„ 172 „
„ ... ... F.G. ..	„ 154 „	„ 155 „
„ ... . Good ...	„ 144 „	„ 145 „
Dharwar (S.G.) .. .. Good...	„ 202 May	„ 204 May
Westerns ... . Good ..	„ 194 „	„ 194 May-June
Gingelly seed, White (per cwt.)...	.....	.....
„ Mixed „ ..	Rs. 7-10-0 Ready	Rs. 7-12-0 Ready
Linseed, Bold „ ..	„ 7-2-6 „	„ 7-4-6 „
„ Small Seed „ ...	„ 7-3-6 Forward	„ 7-4-0 „
Rapeseed, Guzerat Yellow „ ..	„ 6-8-0 Ready	„ 6-8-6 „
„ Brown Delhi „ ...	„ 5-10-6 „	„ 5-11-0 „
„ Yellow Cawnpore „ ..	„ 6-1-6 Forward	„ 6-2-0 „
Poppy seed „ ..	„ 7-9-6 „	„ 7-11-0 „
Groundnuts „ ...	„ 5-12-6 Ready	„ 5-12-6 „
Castorseed, Bold Cawnpore „ ...	.. ...	.....
„ Ordinary quality F. A. „ ...	„ 4-14-0 „	„ 4-14-0 „
Wheat, White Pessy „ ...	Rs. 4-2-0 „ 91 % / „ 3-14-0 85 % April-May	Rs. 4-0-0 91 % April-May / „ 3-15-0 85 % „
„ Jabalpur Pessy „ ..	„ 3-13-0 „	Rs. 3-14-6 „
„ Ahmedabad (Soft Red) „ ...	„ 3-10-0 „	„ 3-10-0 „
„ Hard Yellow „ ..	„ 4-2-0 75 % / „ 4-1-0 63 % / „ 4-0-0 50 % „	Rs. 4-2-0 75 % / „ 4-0-6 63 % / „ 4-0-0 50 % „
„ Delhi No. 1, White Pessy „ ..	Rs. 3-11-6 „	Rs. 3-13 6 „
„ „ Red „ ..	„ 3-5-0 May-June	„ 3-5-0 May-June
„ Hard Red Khatha 75 % „ ...	„ 3-12-0 April-May	„ 3-12-6 April-May
„ Nagpore Khathi „ ..	„ 3-6-0 „	„ 3-8-0 „
Opium, (Malwa) per chest, Old	„ 1,150	„ 1,175
„ „ „ New	„ 1,075	„ 1,095
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£1 0s. 0d.	.....
„ Seeds & Wheat „ ..	£0 17s. 6d.	.....
London—M'ment cargo, P. & O. Co. „ ..	£1 10s. 0d.	£1 10s. 0d.
„ Seeds & Wheat do. „ ...	£1 0s. 0d.	£0 18s. 6d.
„ M'ment cargo „ ...	.....	£1 0s. 0d.
„ Seeds and Wheat „ ..	.....	£0 19s. 0d.
Havre—M'ment cargo „ ..	.....	£0 19s. 0d.
„ Seeds and Wheat „ ..	.....	£0 18s. 6d.
Antwerp—M'ment cargo „ ...	£0 18s. 6d.	£0 18s. 6d.
„ Seeds and Wheat „ ..	£0 18s. 0d.	£0 18s. 0d.
Hull „ ...	£0 19s. 0d.	£0 18s. 6d.
Dunkirk „ ..	£0 17s. 6d.	£0 18s. 0d.
Trieste & Venice—M'ment cargo „ ..	£1 0s. 0d.	£0 18s. 0d.
„ Seeds and Wheat „ .	£1 0s. 0d.	£0 18s. 0d.
Marseilles—M'ment cargo „ ...	£0 18s. 0d.	£0 18s. 0d.
„ Seeds & Wheat „ ..	£0 17s. 6d.	£0 17s. 3d.
Genoa—M'ment cargo „ ...	....	£0 18s. 0d.
„ Seeds and Wheat „ ...	....	£0 17s. 6d.
China Steamer	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Australia	„ 25 „ „ 35	„ 25 „ „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 13th April.	Week ending 20th April.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 1 5/8d.	1s. 1 19/32d.
„ „ Sight	1s. 1 5/8d.	1s. 1 19/32d.
„ „ 3 m'ths' „	1s. 1 11/16d.	1s. 1 11/16d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
First-class Credits... 3 „ „	1s. 1 25/32d.	1s. 1 23/32d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	1s. 1 7/8d.	1s. 1 25/32d.
Documents ... ... 3 „ „	1s. 1 13/16d.	1s. 1 3/4d.
„ „ 4 „ „	.....	.....
„ 6 „ „	1s. 1 29/32d.	1s. 1 13/16d.
Paris Francs Mercantile Bills... 3 „ „	1·45	1·44¼
„ 6 „ „	.....	.....
On Calcutta Bank Telegraphic Transfer.	100 1/32	100
On China Mer'tile Bills, 30 days' Sight	Hongkong Rs. 179½ per 100 $; Shanghai Rs. 242 per 100 Taels; Japan Rs. 180 per 100 $.	Hongkong Rs. 180 per 100 $; Shanghai Rs. 241 per 100 Taels; Japan Rs. 180 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 28-0-0	Rs. 27-14-0
Sovereigns	„ 17-9-3	„ 17-10-0
Bar Silver	Rs. 88-12 0 Ready; „ 89-0-0 Forward.	„ 90-8-0 Ready; „ 90-10-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	9 per cent.	10 per cent.
„ of Interest on Demand.		
Loans on Govt. Securities.	8 „ „	9 „ „
Rate of Interest in the open Market on Govt. Securities. ...	8 „ „	9 „ „
Money Market	Money scarce.	Money very scarce.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103-13-0	Rs. 103-6-0
Three-and-a-half per cents. ...	„ 100-8-0 Nominal.	„ 100-0-0 Nominal.
IMPORTS.		
Piece Goods— Market	Quiet.	Moderate enquiry.
6½ to 7lbs. 34-38in. Grey Shrtgs. (per piece)	Rs. 3-6-0	Rs. 3-6-0
7½ to 8½lbs. „ „ „	„ 4-6-0	„ 4-6-0
2½ to 3lbs. 28-30in. Madapollams „	„ 1-14-6	„ 1-14-6
No. 40s Mule Twist, (per lb.) ...	As. 8¾ to 9¼	As. 8¼ to 9⅜
No. 30s Water „ „ ...	„ 8¼ to 9¼	„ 8¼ to 9¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 44-8-0	Rs. 45-8-0
Yellow Metal, (in cases) „ ...	„ 37-6-0	„ 37-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 32-0-0	Rs. 32-0-0
Staffordshire Bar Iron, „ „	„ 34-0-0	„ 34-0-0
Swedish Bar Iron, „ „	„ 50 to 51	„ 50 to 52
Davison's West Hartley Coal, (per ton) alongside.	Rs. 16 Ready; „ 16¼ Forward.	Rs. 15¼ Ready; „ 16 Forward.
Welsh Hartley Coal, (per ton) „	.....	.....
Cardiff Coal, „ „	Rs. 19 Ready; „ 18 Forward.	Rs. 18 Ready; „ 17½ Forward.

mittee of the Chamber of Commerce during the Year 1894—*contd.*

QUOTATIONS.	Week ending 13th April.	Week ending 20th April.
EXPORTS.		
COTTON— Market.	Quiet, but steady.	Very quiet.
(Full pressed ; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 235 Ready.	Rs. 236 Ready.
Do. ... ... F.G....	„ 230 „	„ 227 „
Do. ... ... Good...	„ 227 „	„ 220 „
Barsee ... ... F.G....	„ 203 „	„ 203 „
Do. ... ... Good...	„ 195 „	„ 196 „
Oomrawuttee, Good Staple, ... Fine ...	.....	....
„ „ ... ... F.G. ...	Rs. 189 Ready	Rs. 186 Ready
„ „ ... ... Good ...	„ 182 „	„ 180 „
Khandeish, ... Fine ...	.....	....
„ ... . F.G. ...	Rs. 180 Ready	Rs. 176 Ready
„ .. .. Good ...	„ 174 „	„ 170 „
Belatee, ... Fine ...	.....	.....
„ ... . F.G. ...	Rs. 175 Ready	Rs. 172 Ready
„ ... . Good ...	„ 170 „	„ 166 „
Dhollera. .. .. Fine ...	„ 210 „	„ 208 „
„ .. .. F.G. ...	„ 200 „	„ 198 „
„ ... ... Good ...	„ 195 „	„ 190 „
Bengals, ... Fine ...	„ 174 „	„ 173 „
„ .. .. F.G. ...	„ 157 „	„ 156 „
„ ... . Good ...	„ 147 „	„ 148 „
Dharwar (S.G.) .. .. Good ...	„ 203 „	„ 201 May
Westerns, ... Good ...	„ 194 2 th May-June	„ 191 „
Gingelly seed, White (per cwt.)...	.....	....
„ Mixed „ ..	Rs. 7-12-0 Ready	....
Linseed, Bold „ ..	„ 7-6-0 „	Rs. 7-5-0 Ready
„ Small Seed „ ..	„ 7-5-6 „	„ 7-4-6 „
Rapeseed, Guzerat Yellow „ ..	„ 6-13-0 „	„ 6-9-0 „
„ Brown Delhi „ ..	„ 5-15-6 „	„ 5-12-0 „
„ Yellow Cawnpore „ ..	„ 6 7-6 „	„ 6-4-0 „
Poppy seed „ ..	„ 7-12-0 „	„ 7-10-0 „
Groundnuts „ ..	„ 5-12-6 „	„ 5-11-6 „
Castor Seed, Bold Cawnpore „ ...	.....	.....
„ ordinary quality, F.A. „ ...	Rs. 4-14-0 Ready	Rs. 4-14-0 Ready
Wheat, White Pessy „	„ 4-1-6 91 % Forward „ 4-0-0 85 % „	„ 4-0-0 Forward „ 3-15-0 „
„ Jabalpur Pessy „ ..	„ 3-15-6	„ 3-15-0 „
„ Ahmedabad (Soft Red) „ ..	„ 3-10-0	„ 3-12-0 „
„ Hard Yellow „	„ 4-1-6 75 % „ 4-0-0 63 % „ 3-15-0 50 %	„ 3-15-0 75 % „ „ 3-13-0 63 % „ „ 3-11-0 50 % „
„ Delhi No. 1 White Pessy „ ..	„ 3-15-0	„ 3-13-0 „
„ „ Red „ ...	„ 3-5-6	„ 3-5-0 „
„ Hard Red Khatha 75 % „ ..	„ 3-13-0	„ 3-13-6 „
„ Nagpore Khathi „ ..	„ 3-8-0	„ 3-8-0 „
Opium. (Malwa) per chest, Old	„ 1,150	„ 1,200
„ „ „ New	„ 1,100	„ 1,125
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£0 18s. 9d.	£0 18s. 9d.
„ Seeds & Wheat „ ..	£0 17s. 6d.	£0 17s. 0d.
London—M'ment cargo, P. & O. Co. „ ...	£1 10s. 0d.	£1 10s. 0d.
„ Seeds & Wheat do. „ ..	£0 18s. 6d.	£0 18s. 6d.
„ M'ment cargo „ ..	£1 0s. 0d.	£1 0s. 0d.
„ Seeds and Wheat „ ..	£0 19s. 0d.	£0 18s. 0d.
Havre—M'ment cargo „ ..	£0 18s. 6d.	£0 18s. 6d.
„ Seeds and Wheat „ ..	£0 18s. 0d.	£0 18s. 0d.
Antwerp—M'ment cargo „ ..	£0 18s. 0d.	£0 18s. 0d.
„ Seeds and Wheat „ ..	£0 18s. 0d.	£0 17s. 6d.
Hull „ ..	.....	£0 18s. 9d.
Dunkirk „ ..	£0 18s. 0d.	£0 17s. 6d.
Trieste & Venice—M'ment cargo „ ..	£0 17s. 6d.	£0 18s. 9d.
„ Seeds and Wheat „ ..	£0 17s. 0d.	£0 18s. 0d.
Marseilles—M'ment cargo „ ..	£0 17s. 6d.	£0 17s. 6d.
„ Seeds & Wheat „ ..	£0 17s. 0d.	£0 17s. 0d.
Genoa—M'ment cargo „ ..	£0 17s. 6d.	£0 18s. 0d.
„ Seeds and Wheat „ ..	£0 17s. 6d.	£0 17s. 6d.
China Steamer (P. & O.)	Rs. 6 to Rs. 8	Rs. 8 to Rs. 10
Japan do. (P. & O.)	„ 2	„ 2
Australia	„ 25 to Rs. 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 27th April.	Week ending 4th May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 1 13/32d.	1s. 1 1/16d.
" " Sight	1s. 1 7/16d.	1s. 1 1/16d.
" " 3 m'ths' "	1s. 1¼d.	1s. 1 1/8d.
" " 4 " "	.....	.....
" " 6 " "	.....	.....
First-class Credits 3 " "	1s. 1 9/16d.	1s. 1 3/16d.
" " 4 " "	.....	.....
" " 6 " "	1s. 1 21/32d.	1s. 1¼d.
Documents " 3 " "	1s. 1 19/32d.	1s. 1 7/32d.
" " 4 " "	.....	.....
" " 6 " "	1s. 1 11/16d.	1s. 1 9/32d.
Paris Francs Mercantile Bills ...3 " "	1·42¼	1·38⅜
" " 6 " "	.....	.....
On Calcutta Bank Telegraphic Transfer	100	100
On China Mer'tile Bills, 30 days' Sight	Hongkong Rs. 18⅝ per 100$; Shanghai Rs. 245 per 100 Taels; Japan Rs. 183½ per 100 $.	Hongkong Rs. 189 per 100$; Shanghai Rs. 250 per 100 Taels; Japan Rs. 189 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 28-11-0	Rs. 29-4-0 } unsettled.
Sovereigns	" 18-0-0	" 18-5-0 }
Bar Silver	" 93-8-0 Ready; " 93-8-0 Forward.	" 95-10-0 Ready; " 95-10-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	10 per cent.	10 per cent.
" of Interest on Demand Loans on Govt. Securities.	9 "	9 "
Rate of Interest in the open Market on Govt. Securities....	9 "	9 "
Money Market	Very tight.	Money scarce.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103-14-0	Rs. 102-11-0
Three-and-a-half per cents. ...	" 100-8-0 Nominal.	" 100-0-0 Nominal.
IMPORTS.		
Piece Goods— Market	Quiet.	Dull.
6¼ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 3-6-0	Rs. 3-6-0
7⅓ to 8¼ lbs. " " "	" 4-6-0	" 4-6-0
2½ to 3lbs. 28-30 in. Madapollams "	" 1-14-6	" 1-15-0
No. 40s Mule Twist, (per lb.) ...	As. 8½ to 9¼	As. 8½ to 9¼
No. 30s Water " " ...	" 8¼ to 9¼	" 8¼ to 9¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 45-0-0	Rs. 45-12-0
Yellow Metal, (in cases) " ..	" 37-4-0	" 37-4-0
Welsh Bar Iron, (per candy of 746¼ lbs.)	Rs. 31 to Rs. 32	Rs. 31-8-0 to Rs. 32-0-0
Staffordshire Bar Iron, " " ...	" 33 to " 34	" 34-0-0
Swedish Bar Iron, " " ...	" 50 to " 51	" 51 to Rs. 52
Davison's West Hartley Coal, (per ton) alongside.	(Ready) (Forward), Rs. 15¼ Rs. 16.	(Ready) (Forward). Rs. 15¼ Rs. 16
Welsh Hartley Coal, (per ton) "	....	....
Cardiff Coal, (") "	Rs. 18¼ Rs. 17¼.	Rs. 18¼ Rs. 17¼.

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 27th April.	Week ending 4th May.
EXPORTS.		
Cotton— Market	Quiet.	Dull; little doing.
(Full pressed; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 234 Ready	Rs. 228 Ready.
Do. ... ... F.G....	„ 228 „	„ 223 „
Do. ... ... Good..	„ 220 „	„ 220 „
Barsee, ... F.G....	„ 200 „	„ 200 „
Do. ... ... Good...	„ 194 „	„ 196 „
Oomrawuttee, Good Staple, ... Fine ..	.....	.....
„ „ ... F.G. ..	Rs. 184 Ready	Rs. 183 Ready.
„ „ ... Good ..	„ 180 „	„ 173 „
Khandeish ... . Fine ..	.....	.....
„ ... . F.G. ..	Rs. 176 „	Rs. 172 Ready.
„ .. .. Good ..	„ 170 „	„ 166 „
Belatee ... ... Fine ..	.....	„ 181 „
„ ... ... F.G. ..	Rs. 171 Ready	„ 169 „
„ .. .. Good ..	„ 165 „	„ 163 „
Dhollera ... ... Fine ...	„ 206 „	„ 204 „
„ .. .. F.G. ...	„ 196 „	„ 194 „
„ ... . Good ...	„ 190 „	„ 188 „
Bengals, ... Fine ..	„ 172 „	„ 169 „
„ ... ... F.G. ...	„ 158 „	„ 154 „
„ ... . Good ..	„ 147 „	„ 143 „
Dharwar (S.G.) ... . Good ...	„ 200 „	„ 196 „
Westerns ... . Good ..	„ 190 May-June	„ 190 „
	(Ready)	(Ready)
Gingelly seed, White (per cwt.)	....	.....
„ Mixed „ ..	....	....
Linseed, Bold „ ..	Rs. 7-5-6	Rs. 7-8-0
„ Small Seed „ ..	„ 7-5-0	„ 7-7-6
Rapeseed, Guzerat Yellow „ ..	„ 6-9-0	„ 6-8-0
„ Brown Delhi „ ..	„ 5-12-0	„ 5-13-0
„ Yellow Cawnpore „ ..	„ 6-5-0	„ 6-3-6
Poppy seed „ ..	„ 7-10-6	„ 7-13-6
Groundnuts „ ..	„ 5-11-6	„ 5-12-0
Castorseed, Bold Cawnpore „ ..	.....	....
„ Ordinary quality F.A. „ ...	Rs. 4-14-6	„ 4-14-0
Wheat, White Pessy „	„ 4-0-6 91 %	„ 4-1-6 91 %
	„ 3-15-0 85 %	„ 4-0-0 85 %
„ Jabalpur Pessy „ ..	.....	.....
„ Ahmedabad, (Soft Red) „ ..	„ 3-12-0	„ 3-12-0
	„ 3-15-0 75 %	„ 3-14-6 75 %
„ Hard Yellow „	„ 3-13-0 63 %	„ 3-13-6 63 %
	„ 3-11-6 50 %	„ 3-11-6 50 %
„ Delhi No.1, White Pessy „ ..	„ 3-13-0 April-May	„ 3-13-0
„ „ Red „ ..	„ 3-5-0 May-June	„ 3-7-0
„ Hard Red Khatha 75 % „ ..	„ 3-14-6 Ready	„ 3-14-0
„ Nagpore Khathi „ ..	„ 3-8-6 „	„ 3-8-6
Opium, (Malwa) per chest, Old	„ 1,250	„ 1,210
„ „ „ New	„ 1,125	„ 1,150
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£0 18s. 0d.	£1 0s. 0d.
„ Seeds & Wheat „ ..	£0 17s. 0d.	£0 18s. 0d.
London—M'ment cargo, P. & O. Co. „ ...	£1 10s. 0d.	£1 7s. 6d.
„ Seeds & Wheat do. „ ..	£0 17s. 6d.	£0 16s. 6d.
„ M'ment cargo „ ..	....	£1 0s. 0d.
„ Seeds and Wheat „ ..	....	£0 18s. 0d.
Havre—M'ment cargo „ ..	£0 18s. 0d.	£0 18s. 6d.
„ Seeds and Wheat „ ..	£0 17s. 6d.	£0 18s. 0d.
Antwerp—M'ment cargo „ ..	£0 18s. 0d.	£0 18s. 0d.
„ Seeds and Wheat „ ..	£0 17s. 6d.	£0 17s. 6d.
Hull „ ..	£0 18s. 0d.	£0 17s. 0d.
Dunkirk „ ..	£0 17s. 6d.	£0 17s. 6d.
Trieste & Venice—M'ment cargo „ ..	£1 0s. 0d.	£1 0s. 6d
„ „ Seeds & Wheat „ ..	£0 19s. 0d.	£1 0s. 0d.
Marseilles—M'ment cargo „ ...	£0 17s. 6d.	£0 18s. 0d.
„ Seeds & Wheat „ ..	£0 17s. 0d.	£0 17s. 6d.
Genoa—M'ment cargo „ ..	£1 0s. 0d.	£0 18s. 6d.
„ Seeds & Wheat „ ...	£0 19s. 0d.	£0 18s 0d.
China Steamer (P. & O.)	Rs. 8 to Rs. 10	Rs. 8 to Rs. 10
Japan „ (P. & O.)	„ 2	„ 2
Australia	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 11th May.	Week ending 18th May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 0 29/32d.	1s. 0 17/32d.
" " Sight	1s. 0 15/16d.	1s. 0 9/16d.
" " 3 m'ths' "	1s. 0 31/32d.	1s. 0 19/32d.
" " 4 " "	.....	.....
" " 6 " "	.....	.....
First-class Credits... 3 " "	1s. 1 1/32d.	1s. 0 11/16d.
" " 4 " "	.....	.....
" " 6 " "	1s. 1 3/32d.	1s. 0 ¾d.
Documents 3 " "	1s. 1 1/16d.	1s. 0 23/32d.
" 4 " "	.....	.....
" 6 " "	1s. 1 ⅛d.	1s. 0 25/32d.
Paris Francs Mercantile Bills... 3 " "	1·37	1·33½
" " 6 " "	.....	.....
On Calcutta Bank Telegraphic Transfer	100	100 1/32.
On China Mer'tile Bills, 30 days' Sight	Hongkong Rs. 189 per 100 $; Shanghai Rs. 250 per 100 Taels; Japan Rs. 189 per 100 $.	Hongkong Rs. 192 per 100$; Shanghai Rs. 252 per 100 Taels; Japan Rs. 192 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 29-7-6	Rs. 30-0-0
Sovereigns	" 18-6-6	" 18-10-0
Bar Silver	" 97-4-0 Ready; " 95-0-0 Forward.	" 97-8 Ready; " 96-4-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	11 per cent.	10 per cent.
" of Interest on Demand Loans on Govt. Securities.	10 "	9 "
Rate of Interest in the open Market on Govt. Securities ...	10 "	9 "
Money Market	Very scarce.	Somewhat easier.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 102-7-0	Rs. 102-6-0
Three-and-a-half per cents. ...	" 100-0-0 Nominal.	" 100-0-0 Nominal.
IMPORTS.		
Piece Goods— Market	Steady.	Moderate demand.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 3-6-0	Rs. 3-6-0
7½ to 8¼ lbs. " " "	" 4-6-0	" 4-6-0
2½ to 3lbs. 28-30 in. Madapollams "	" 1-15-0	" 2-0-0
No. 40s Mule Twist, (per lb.) ...	As. 8¾ to 9½	As. 8¾ to 9½
No. 30s Water " " ...	" 8½ to 9¼	" 8½ to 9¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 46-0-0	Rs. 46-12-0
Yellow Metal, (in cases) " ...	" 37-4-0	" 37-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 32 to Rs. 32-8	" 32 to Rs. 33
Staffordshire Bar Iron, " "	" 33-8-0 to Rs. 34	" 35 to " 36
Swedish Bar Iron, " "	" 51 to Rs. 52	" 51 to " 52
Davison's West Hartley Coal, (per ton) alongside.	Rs. 15 Ready; " 16¼ Forward.	Rs. 15¾ Ready; " 16¼ Forward.
Welsh Hartley Coal, (per ton) "	.....	.....
Cardiff Coal, " "	Rs. 18 rdy.; Rs. 17¼ frwd	Rs. 18 rdy.; Rs. 17 fwd.

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 11th May.	Week ending 18th May.
EXPORTS.		
COTTON— Market	Quiet; but steady.	Quiet.
(Full-pressed; per candy of 784 lbs.)		
Broach, ... Fine....	Rs. 230 Ready	Rs. 229 Ready.
Do. ... ... F.G. ...	„ 225 „	„ 222 „
Do. ... ... Good...	„ 220 „	„ 218 „
Barsee, ... F.G. ...	„ 196 „	„ 198 „
Do. ... ... Good...	„ 190 „	„ 192 „
Oomrawuttee, Good Stable, ... Fine.....	.....	.....
„ „ ... .. F.G	Rs. 182 Ready	Rs. 180 Ready
„ „ ... ... Good ...	„ 176 „	„ 174 „
Khandeish, ... Fine ...	.....	.....
„ .. .. F.G. ...	Rs. 178 Ready	Rs. 174 Ready
„ ... ... Good...	„ 172 „	„ 168 „
Belatee, ... Fine ..	„ 181 „	„ 182 „
„ ... ... F.G. ...	„ 172 „	„ 171 „
„ ... . Good...	.....	.....
Dhollera, ... Fine ..	Rs. 200 Ready	„ 201 Ready
„ .. .. F.G. ...	„ 190 „	„ 188 „
„ ... ... Good...	„ 184 „	„ 182 „
Bengals, ... Fine ..	„ 169 „	„ 168 „
„ .. .. F.G. ..	„ 152 „	„ 155 „
„ .. .. Good...	„ 143 „	„ 148 „
Dharwar (S.G.) .. .. Good...	„ 192 „	„ 191 „
Westerns, ... Good..	„ 186 „	„ 191 „
Gingelly seed, White (per cwt.)...	(Ready.)	(Ready.)
„ Mixed „ ...	.....	.....
Linseed, Bold „ ..	.....	.....
„ Small seed „ ...	Rs. 7-11-0	Rs. 7-13-6
Rapeseed, Guzerat Yellow „ ..	„ 7-10-6	„ 7-13-0
„ Brown Delhi „ ..	„ 6-7-0	„ 6-7-0
„ Yellow Cawnpore „ ..	„ 5-12-6	„ 5-12-0
Poppy seed „ ..	„ 6-4-0	„ 6-4-0
Groundnuts „ ..	„ 8-2-0	„ 8 2-0
Castor Seed, Bold, Cawnpore „ ...	„ 5-13-6	„ 6-2-0
„ Ordinary quality F.A. „ ...	.....	.....
Wheat, White Pessy „	Rs. 4-14-0	„ 4-13-6
	„ 4-1-0 91 %	Rs. 4-0-6
	„ 4-0-0 85 „	„ 3-15-0
„ Jabalpur Pessy „ ..	.....	.....
„ Ahmedabad, Soft Red), „ ..	Rs. 3 12-6	Rs. 3-12-6 75 %
	„ 3-15-6 75 %	„ 3-15-0 63 „
„ Hard Yellow „	„ 3-14-6 63 „	„ 3-14-0 50 „
	„ 3-13-0 50 „	„ 3-13-0
„ Delhi No. 1, White Pessy, „ ...	„ 3-12-6	Rs. 3-10-6
„ „ Red „ ..	„ 3-6-0	„ 3-8-0
„ Hard Red Khatha 75% „ ..	„ 3-14-0	„ 3-13-0
„ Nagpore Khathi „ ...	„ 3-9-0	„ 3-10-6
Opium, (Malwa) per chest, Old	„ 1,210	„ 1,200
„ „ „ New	„ 1,125	„ 1,125
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft) via Suez Canal.	£1 0s. 0d.	£0 18s. 9d.
„ Seeds & Wheat.. „ ..	£0 18s. 0d.	£0 17s. 0d.
London—M'ment cargo, P. & O. Co. „ ...	£1 10s. 0d.	£1 10s. 0d.
„ Seeds & Wheat do. „ ..	£0 16s. 6d.	£0 17s. 0d.
„ M'ment cargo, „ ...	£1 0s. 0d.	.....
„ Seeds and Wheat „ ..	£0 18s. 0d.	.....
Havre—M'ment cargo „ ..	£0 18s. 9d.	£1 0s. 0d.
„ Seeds and Wheat „ ..	£0 18s. 0d.	£0 19s. 0d.
Antwerp—M'ment cargo „ ..	£0 18s. 0d.	£0 19s. 6d.
„ Seeds and Wheat „ ..	£0 17s. 6d.	£0 18s. 6d.
Hull „ ..	£0 17s. 6d.	£0 18s. 6d.
Dunkirk „ ..	£0 17s. 6d.	£0 18s. 6d.
Trieste & Venice—M'ment cargo „ ..	£1 1s. 3d.	£1 1s. 3d.
„ „ Seeds & Wheat „ ..	£1 1s. 3d.	£1 1s. 3d.
Marseilles—M'ment cargo „ ..	£0 18s. 9d.	£0 18s. 0d.
„ Seeds & Wheat „ ..	£0 18s. 3d.	£0 17s. 6d.
Genoa—M'ment. cargo „ ..	£0 19s. 6d.	£1 0s. 0d.
„ Seeds and Wheat „ ..	£0 18s. 9d.	£0 19s. 0d.
China Steamer (P. & O.)...	Rs. 8 to Rs. 10	Rs. 8 to Rs. 10
Japan do. (P. & O.)...	„ 2	„ 2
Australia	„ 25 to „ 35	„ 25 to „ 35.

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 24th May.	Week ending 31st May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 0 13/16d.	1s. 0 15/16d.
" " Sight	1s. 0 13/16d.	1s. 0 31/32d.
" " 3 m'ths' "	1s. 0 ⅞d.	1s. 1 1/32d.
" " 4 " "	.....	.....
" " 6 " "	.....	.....
First-class Credits... 3 " "	1s. 0 15/16d.	1s. 1 3/32d.
" " 4 " "	...	.....
" " 6 " "	1s. 1d.	1s. 1 5/32d.
Documents* ... 3 " "	1s. 0 31/32d.	1s. 1 1/8d.
" ... 4 " "	.....	.....
" ... 6 " "	1s. 1 1/32d.	1s. 1 3/16d.
Paris Francs Mercantile Bills... 3 " "	1.36¼	1·37⅛
" ... 6 " "	.....	.....
On Calcutta Bank Telegraphic Transfer	100 1/32.	100 1/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 190 per 100 $; Shanghai Rs. 255 per 100 Taels; Japan Rs. 190 per 100 $.	Hongkong Rs. 189 per 100 $; Shanghai Rs. 252 per 100 Taels; Japan Rs. 189 per 100 $.
Eng. Bar-Gold, 100 touch (per tola)	Rs. 29-10-0	Rs. 29-3-0
Sovereigns	" 18-8-0	" 19-0-0
Bar Silver	" 96-12-0 Ready / " 95-12-0 Forward	" 93-3-0 Ready; / " 92-12-0 Forward
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	10 per cent.	9 per cent.
" of Interest on Demand Loans on Govt. Securities.	9 "	8
Rate of Interest in the open Market on Govt. Securities ...	9 "	8 "
Money Market	Some what easier.	Easier.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103-2-0	Rs. 104-3-0
Three-and-a-half per cents. ...	100-0-0 Nominal	" 100-0-0 Nominal
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet
6½ to 7lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 3-6-0	Rs. 3-6-0
7½ to 8¼ lbs. " " "	" 4-6-0	" 4-6-0
2½ to 3lbs. 28-30 in. Madapollams "	" 2-0-0	" 2-0-0
No. 40s Mule Twist (per lb.) ...	As. 8½ to 9½	As. 8½ to 9½
No. 30s Water " " ...	" 8½ to 9½	" 8½ to 9½
Copper Braziers, (in bundles) (per cwt.)	Rs. 47-0-0	Rs. 47-0-0
Yellow Metal, (in cases) " ...	" 38-0-0	" 38-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 33 to 34	Rs. 33 to 34
Staffordshire Bar Iron, " " ...	" 36 to 37	" 36 to 37
Swedish Bar Iron, " " ...	" 51 to 52	" 51 to 52
Davison's West Hartley Coal, (per ton) alongside.	(Ready.) (Forward). Rs. 15¾ Rs. 16¼	(Ready.) (Forward). Rs. 15 Rs. 15
Welsh Hartley Coal, (per ton) "	" 15¼ ...	" 14 " 14
Cardiff Coal, " "	" 17¼ Rs. 17¼	" 17 " 16¾

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 24th May.	Week ending 31st May.
EXPORTS.		
Cotton— Market.	Quiet ; but steady.	Quiet ; but steady.
(Full-pressed ; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 230 Ready	Rs. 230 Ready.
Do. ... ... F.G....	„ 223 „	„ 223 „
Do. ... ... Good...	„ 219 „	„ 219 „
Barsee ... ... F.G....	„ 198 „	„ 198 „
Do. ... ... Good...	„ 192 „	„ 192 „
Oomrawuttee, Good Staple, ... Fine..	.....	.....
„ „ ... ... F.G...	Rs. 181 Ready	Rs. 181 Ready
„ „ ... ... Good...	„ 174 „	„ 174 „
Khandeish ... ... Fine...	.....	.....
„ ... ... F.G...	Rs. 175 Ready	Rs. 175 Ready
„ ... . Good..	„ 169 „	„ 169 „
Belatee ... . Fine..	„ 180 „	„ 180 „
„ ... ... F.G...	„ 172 „	„ 172 „
„ ... ... Good..	„ 166 „	„ 166 „
Dhollera ... ... Fine...	„ 198 to 200 „	„ 198to200 „
„ ... ... F.G...	„ 188 „	„ 188 „
„ ... ... Good...	„ 179 „	„ 179 „
Bengals ... ... Fine..	„ 164 „	„ 164 „
„ .. .. F.G....	„ 154 „	„ 154 „
„ ... ... Good..	„ 143 „	„ 143 „
Dharwar (S.G.) .. .. Good..	„ 194 „	„ 194 „
Westerns, ... Good..	„ 188 „	„ 188 „
	(Ready)	(Ready)
Gingelly seed, White (per cwt.)...	....	.....
„ Mixed „ ...	....	....
Linseed, Bold „ ..	Rs. 7-12-6	Rs. 7-10-6
„ Small Seed „ ..	„ 7-12-0	„ 7-10-3
Rapeseed, Guzerat Yellow „ ..	„ 6-5-0	„ 6-1-6
„ Brown Delhi „ ..	„ 5-13-3	„ 5-12-0
„ Yellow Cawnpore „ ..	„ 6-2-0	„ 6-1-6
Poppy seed „ ..	„ 8-2-6	„ 8-2-6
Groundnuts „ ...	„ 5-14-6	„ 5-13-6
Castorseed, Bold Cawnpore „ ...	.....	.....
„ Ordinary Quality F.A. „ ...	„ 4-13-6	„ 4-13-0
Wheat, White Pessy „	„ 4-0-0 91 % / „ 3-14-0 85 %	Rs. 3-14-0 91 % / „ 3-12-0 85 %
„ Jubulpore Pessy „ ..	.....	.....
„ Ahmedabad (Soft Red) „ ..	Rs. 3-11-0	Rs. 3-10-0
„ Hard Yellow „	„ 3-15-0 75 % / „ 3-13-0 63 % / „ 3-10-6 50 %	Rs. 3-14-0 75 % / „ 3-12-6 63 % / „ 3-11-0 50 %
„ Delhi No. 1, White Pessy „ ..	„ 3-8-6	Rs. 3-10-6
„ „ Red „ ..	„ 3-5-6	„ 3-8-0
„ Hard Red Khatha 75 % „ ..	„ 3-13-0	„ 3-13-0
„ Nagpore Khathi „ ..	„ 3-9-0	„ 3-9-0
Opium, (Malwa) per chest, Old	„ 1,210	„ 1,225
„ „ „ New	„ 1,125	„ 1,150
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£0 18s. 9d.	£0 18s. 0d.
„ Seeds and Wheat „ ...	£0 17s. 6d.	£0 17s. 0d.
London—M'ment cargo, P. & O. Co. „ ...	£1 10s. 0d.	£1 10s. 0d.
„ Seeds and wheat Do. „ ...	£0 17s. 6d.	£0 16s. 6d.
„ Measurement Cargo „ ...	.....	£0 18s. 9d.
„ Seeds and Wheat „ ...	.....	£0 18 . 6d.
Havre—Measurement Cargo „ ...	£1 1s. 3d.	£0 19s. 0d.
„ Seeds and Wheat „ ...	£1 0s. 0d.	£0 18s. 6d.
Antwerp—Measurement Cargo „ ...	£1 0s. 0d.	£0 19s. 0d.
„ Seeds and Wheat „ ...	£0 18s. 9d.	£0 18s. 6d.
Hull „ ...	.....	£0 18s. 6d.
Dunkirk „ ...	£0 18s. 9d.	£0 18s. 6d.
Trieste and Venice—Measurement Cargo „ ...	£1 1s. 3d.	£1 2s. 6d.
„ Seeds and Wheat „ ..	£1 1s. 3d.	£1 1s. 3d.
Marseilles—Measurement Cargo „ ..	£0 18s. 0d.	£0 17s. 6d.
„ Seeds and Wheat „ ..	£0 17s. 6d.	£0 17s. 0d.
Genoa—Measurement Cargo „ ..	£1 0s. 0d.	£0 18s. 0d.
„ Seeds and Wheat „ ...	£0 18s. 0d.	£0 17s. 6d.
China Steamer (P. & O.)	Rs. 8 to Rs. 10	Rs. 8 to Rs. 10
Japan do. do.	„ 2	„ 2
Australia	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 7th June.	Week ending 14th June.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 0 15/16d.	1s. 0 31/32d.
„ „ Sight...	1s. 0 15/16d.	1s. 1d.
„ „ 3 m'ths' „ ...	1s. 1d.	1s. 1 1/32d.
„ „ 4 „ „ ...	.....	.....
„ „ 6 „ „ ...	.....	.....
First-class Credits ... 3 „ „ ...	1s. 1 3/32d.	1s. 1⅛d.
„ „ 4 „ „ ...	.....	.....
„ „ 6 „ „ ...	1s. 1 5/32d.	1s. 1¼d.
Documents „ 3 „ „ ...	1s. 1⅛d.	1s. 1 3/16d.
„ „ 4 „ „ ...	.....	.....
„ „ 6 „ „ ...	1s. 1 3/16d.	1s. 1 5/16d.
Paris Francs Mercantile Bills... 3 „ „ ...	1·37½d.	1·38
„ „ 6 „ „ ...	.....	.....
On Calcutta Bank Telegraphic Transfer	100 1/32	100 1/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 189 per 100 $; Shanghai Rs. 253 per 100 Taels; Japan Rs. 189½ per 100 $	Hongkong Rs. 191 per 100 $ Shanghai Rs. 253 per 100 Taels; Japan Rs. 191 per 100 $
Eng. Bar Gold, 100 touch (per tola)	Rs. 29-7-0	Rs. 29-6-0
Sovereigns	„ 18-3-0	„ 18-3-6
Bar Silver	„ 94-4-0 Ready; „ 93-8-0 Forward.	„ 96-0-0 Ready; „ 94-12-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	7 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	7 „	5 „
Rate of Interest in the open Market on Govt. Securities ...	7 „	5 „
Money Market	Easier.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 104-9-0	Rs. 105-1-0
Three-and-a-half per cents. ...	„ 100-12-0 Nominal.	„ 100-12-0 Nominal.
IMPORTS.		
Piece Goods— Market.	Quiet.	Moderate enquiry.
6½ to 7 lbs. 34-38 Grey Shrtings (per piece)	Rs. 3-6-0	Rs. 3-6-0
7½ to 8¼ lbs. „ „ „ ...	„ 4-6-0	„ 4-6-0
2½ to 3 lbs. 28-30 in. Medapollams „ ..	„ 2-0-0	„ 2-0-0
No. 40s Mule Twist, (per lb.) ...	As. 8¼ to 9¾	As. 8¾ to 9¾
No. 30s Water „ „ ...	„ 8½ „ 9¼	„ 8¼ to 9¼
Copper Braziers, (in b'dles) (per cwt.)	Rs. 46-8-0	Rs. 46-0-0
Yellow Metal, (in cases) „ ...	„ 37-8-0	„ 37-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 33-0-0	Rs. 33-0-0
Staffordshire Bar Iron, „ „	„ 34 to Rs. 35	„ 36 to Rs. 37
Swedish Bar Iron, „ „	„ 51 „ „ 52	„ 51 „ „ 52
Davison's West Hartley Coal, (per ton) alongside.	(Ready) (Forward). Rs. 16	(Ready) (Forward). Rs. 16 Rs. 15¾
Welsh Hartley Coal, (per ton) „	„ 15	.....
Cardiff Coal, „ „	„ 17¾ Rs. 17.	Rs. 17½ Rs. 16¼

mittee of the Chamber of Commerce during the Year 1894.—*contd.*

Quotations.	Week ending 7th June.	Week ending 14th June.
EXPORTS.		
Cotton— Market.	Quiet ; but steady.	Quiet; but steady.
(Full-pressed ; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 230 Ready.	.....
Do. ... ... F.G....	„ 220 „	.....
Do. ... ... Good..	.....	Rs. 215 Ready
Barsee, ... F.G....	Rs. 200 Ready.	„ 200 „
Do. ... ... Good..	„ 194 „	„ 194 „
Oomrawuttee, Good Staple, ... Fine ...	....	....
„ „ ... F. G....	Rs. 183 Ready	Rs. 183 Ready
„ „ ... Good...	„ 174 „	„ 174 „
Khandeish, ... Fine...	....	.. ...
„ ... ... F.G. ...	Rs. 176 Ready	Rs. 176 Ready
„ ... ... Good.	„ 170 „	„ 170 „
Bolatee, ... Fine ...	„ 180 „	„ 180 „
„ ... ... F.G....	„ 173 „	„ 173 „
„ ... ... Good..	„ 165 „	.....
Dhollera, ... Fine ...	„ 203 „	Rs. 203 Ready
„ ... ... F.G....	„ 192 „	„ 192 „
„ ... ... Good..	„ 185 „	„ 185 „
Bengals, ... Fine..	„ 172 „	„ 172 „
„ ... ... F.G...	„ 158 „	„ 158 „
„ ... ... Good..	„ 148 „	„ 148 „
Dharwar (S.G). ... . Good..	„ 193 „	„ 193 „
Westerns, ... Good..	„ 189 „	„ 188 „
	(Ready)	(Ready)
Gingelly Seed, White (per cwt.)...	.....	.....
„ Mixed „ ..	.....	.....
Linseed, Bold „ ..	Rs. 7-11-0	Rs. 7-12-6
„ Small Seed „ ...	„ 7-11-0	„ 7-12-0
Rapeseed, Guzerat Yellow „ ...	„ 6- 0-0	„ 6-1-6
„ Brown Delhi „ ..	„ 5-11 3	„ 5-12-6
„ Yellow Cawnpore „ ...	„ 6- 0-6	„ 6-1-0
Poppy seed „ ..	„ 8- 4-6	„ 8-8-0
Groundnuts „ ..	„ 6- 2-0	„ 6-0-0
Castorseed, Bold, Cawnpore „ ..	.....	.....
„ Ordinary Quality F. A. „ ...	Rs. 4-12-0	Rs. 4-12-0
Wheat, White Pessy „	„ 4- 0-0 91 %	Rs. 4-2-0 91 %
	„ 3-13-0 85 %	„ 4-0-0 85 %
„ Jubulpore Pessy „ ...	.....	.....
„ Ahmedabad (Soft Red) „ ...	Rs. 3-10-0	Rs. 3-11-6
	„ 3-15-0 75 %	Rs. 4-0-0 75 %
„ Hard Yellow „	„ 3-11-0 63 %	„ 3-13-6 63 %
	„ 3-10-0 50 %	„ 3-12-0 50 %
„ Delhi No. 1, White Pessy „ ..	„ 3-10-6	Rs. 3-13-0
„ „ Red „ ..	„ 3- 8-0	„ 3-9-0
„ Hard Red Khatha 75 % „ ..	„ 3-13-0	„ 3-14-0
„ Nagpore Khathi „ ..	„ 3- 8-6	„ 3-9-0
Opium, (Malwa) per chest, Old	„ 1,250	„ 1,225
„ „ „ New	„ 1,150	„ 1,125
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal.	£0 18s. 6d.	£0 18s. 9d.
„ Seeds & Wheat „ ...	£0 16s. 6d.	£0 17s. 0d.
London—M'ment cargo, P. & O. Co. „ ..	£1 10s. 0d.	£1 10s. 0d.
„ Seeds & Wheat „ „ ..	£0 16s. 6d.	£0 16s. 6d.
„ Measurement cargo „ ..	.....	£0 18s. 9d.
„ Seeds and Wheat „ ...	.....	£0 18s. 0d.
Havre—Measurement cargo „ ..	£0 18s. 6d.	£0 18s. 9d.
„ Seeds and Wheat „ ..	£0 18s. 0d.	£0 18s. 0d.
Antwerp—Measurement cargo „ ..	£0 19s. 6d.	£0 19s. 0d.
„ Seeds and Wheat „ ...	£0 18s. 9d.	£0 18s. 6d.
Hull „ ..	£0 19s. 0d.	.....
Dunkirk „ ..	£0 19s. 6d.	£0 18s. 9d.
Trieste & Venice—Measurement cargo „ ...	.....	.....
„ „ Seeds & Wheat „ ..	.....	.....
Marseilles—Measurement cargo „ ..	£0 17s. 6d.	£0 17s. 0d.
„ Seeds & Wheat „ ..	£0 17s. 0d.	£0 17s. 0d.
Genoa—Measurement cargo „ ...	£0 17s. 0d.	£1 0s. 0d.
„ Seeds & Wheat „ ..	£0 16s. 6d.	£0 18s. 6d.
China Steamer (P. & O.)	Rs. 8 to Rs. 10	Rs. 8 to Rs. 10
Japan „ (P. & O.)	„ 2	„ 2
Australia	„ 25 to Rs. 35	„ 25 to Rs. 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 21st June.	Week ending 28th June.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 1 1/32d.	1s. 1d.
„ „ Sight	1s. 1 1/32d.	1s. 1d.
„ „ 3 m'ths' „	1s. 1 3/32d.	1s. 1 1/32d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
First-class Credits... 3 „ „	1s. 1 5/32d.	1s. 1 3/32d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	1s. 1 7/32d.	1s. 1 5/32d.
Documents ... 3 „ „	1s. 1 3/16d.	1s. 1¼d.
„ ... 4 „ „	.....	.....
„ ... 6 „ „	1s. 1¼d.	1s. 1 3/16d.
Paris Francs Mercantile Bills ... 3 „ „	1·38¼	1·37¾
„ 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer...	100 1/32	100 1/16
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs. 191 per 100$; Shanghai, Rs. 253 per 100 Taels; Japan Rs. 191 per 100$.	Hongkong. Rs. 192¼ per 100$: Shanghai Rs. 255 per 100 Taels; Japan Rs. 192¼ per 100$.
Eng. Bar Gold, 100 touch (per tola).	Rs. 29-6-0	Rs. 30-8-0
Sovereigns	„ 18-3-6	„ 18-3-0
Bar Silver	„ 96-12-0 rdy; Rs. 94-12-0 fwd.	„ 96-12-0 rdy; Rs. 94-14-0 fwd.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	6 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	5 „	5 „
Rate of Interest in the Open Market on Govt. Securities ...	4½ to 5 „	Nominal.
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 104-15-0	Rs. 103-14-0
Three-and-a-half per cents. ...	„ 102-0-0	„ 102-4-0 Nominal.
IMPORTS.		
Piece Goods— Market	Steady.	Quiet.
6½ to 7lbs. 34-38in. Grey Shrtgs. (per piece)	Rs. 3-6-0	Rs. 3-6-0
7½ to 8¼ lbs. „ „ „	„ 4-6-0	„ 4-6-0
2¼ to 3lbs. 28-30 in. Madapollams „	„ 2-0-0	„ 2-0-0
No. 40s. Mule Twist, (per lb.) ...	As. 8¾ to 9¾	As. 8¾ to 9¾
No. 30s. Water „ „ ...	„ 8¾ to 9¾	„ 8¾ to 9¾
Copper Braziers, (in bundles) (per cwt)	Rs. 45-14-0	Rs. 46-2-0
Yellow Metal, (in cases) (per cwt)	„ 37-9-0	„ 37-10-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 33 to Rs. 34	Rs. 32 to Rs. 33
Staffordshire Bar Iron „ „ ...	„ 35 to „ 37	„ 35 to „ 36
Swedish Bar Iron, „ „ ...	„ 51 to „ 52	„ 50 to „ 52
Davison's West Hartley Coal, (per ton) alongside.	Rs. 16 Ready; „ 15¼ Forward.	Ready Rs. 16 Forward.
Welsh Hartley Coal, (per ton) „	Rs. 14½ Ready [fwd.	Rs. 14½ Ready; Rs. 14¾ Fwd.
Cardiff Coal, „ „	Rs. 17¼ Ready; Rs. 16¾	Rs. 16½ Ready; Rs. 16½ Fwd.

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 21st June.	Week ending 28th June.
EXPORTS.		
Cotton— Market.	Quiet ; but steady.	Quiet.
(Full pressed ; per candy of 784 lbs.)		
Broach, ... Fine...	.....	.....
F.G....	.....	.....
Do. ... ... Good...	Rs. 215 Ready.	Rs. 215 Ready.
Barsee, ... F.G....	,, 200 ,,	,, 200 ,,
Do. ... ... Good...	,, 194 ,,	,, 194 ,,
Oomrawuttee, Good Staple, ... Fine ...	.....	.....
,, ,, ... F.G. ...	Rs. 183 Ready.	Rs. 183 ,,
,, ,, ... Good...	,, 174 ,,	,, 174 ,,
Khandeish ... ... Fine ...	.....	.....
,, ... F.G. ...	Rs. 176 Ready.	Rs. 176 ,,
,, ... Good ...	,, 170 ,,	,, 170 ,,
Belatee ... ... Fine ...	,, 180 ,,	,, 180 ,,
,, ... F.G. ...	,, 173 ,,	,, 173 ,,
,, ... Good...	.....	.....
Dhollera ... ... Fine ...	Rs. 203 Ready.	Rs. 203 ,,
,, ... F.G. ...	,, 192 ,,	,, 192 ,,
,, ... Good...	,, 185 ,,	,, 185 ,,
Bengals .. .. Fine..	,, 172 ,,	,, 172 ,,
,, ... F.G...	,, 158 ,,	,, 158 ,,
,, ... Good...	,, 148 ,,	,, 148 ,,
Dharwar (S.G.) .. .. Good...	,, 193 ,,	,, 193 ,,
Westerns ... ... Good..	,, 188 ,,	,, 188 ,,
	(Ready)	(Ready)
Gingelly Seed, White (per cwt.)..	.. ..	.....
,, Mixed ,, ..	.....	.....
Linseed, Bold ,, ..	Rs. 8-0-0	Rs. 7-15-0
,, Small Seed ,, ..	,, 7-15-9	,, 7-14-0
Rapeseed, Guzerat Yellow ,, ..	,, 6-6-0	,, 6-7-0
,, Browa Delhi ,, ...	,, 6 2-0	,, 6-6-0
,, Yellow Cawnpore ,, ...	.....	....
Poppy seed ,, ..	Rs. 8-15-0	Rs. 9-4-0
Groundnuts ,, ..	,, 6-2-0	,, 6-7-0
Castor Seed, Bold Cawnpore ,, ...	.....	.....
,, ,, Ordinary quality F.A. ,, ...	Rs. 4-13-0	Rs. 5-2-0
Wheat, White Pessy ,,	,, 4-4-0 91 %	,, 4-6-0 91 %
	,, 4-1-0 85 %	,, 4-3-0 85 %
,, Jabalpur Pessy ...	.....	.....
,, Ahmedabad (soft Red) ,, ...	Rs. 3-11-6	Rs. 3-13-0
	Rs. 4-0-6 75 %	Rs. 4-0-6 76 %
,, Hard Yellow ,,	,, 3-15-0 63 %	,, 3-15-6 63 %
	,, 3-13-0 50 %	,, 3-13-0 50 %
,, Delhi No. 1, White Pessy ,, ..	Rs. 3-12-6	,, 3-14-6
,, ,, Red ,, ..	,, 3-9-0	,, 3-6-3
,, Hard Red Khatha 75 % ,, ..	.....	....
,, Nagpore Khathi ,, ..	Rs. 3-10-0	Rs. 3-12-0
Opium, (Malwa) per chest, Old	,, 1,250	,, 1,325
,, ,, ,, New	,, 1,200	,, 1,300
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 feet) via Suez Canal	£0 19s. 0d.	£0 18s. 0d.
,, Seeds and Wheat ,, ..	£0 17s. 0d.	£0 17s. 0d.
London—M'ment cargo P. & O. Co. ,, ..	£1 10s. 0d.	£1 10s. 0d.
,, Seeds & Wheat ,, ,, ..	£0 16s. 6d.	£0 16s. 6d.
,, M'ment cargo ,, ..	£1 0s. 0d.	£1 0s. 0d.
,, Seeds & Wheat ,, ..	£0 18s. 0d.	£0 18s. 6d.
Havre—M'ment cargo ,, ..	£0 18s. 6d.	£0 16s. 3d.
,, Seeds & Wheat ,, ..	£0 17s. 6d.	£0 15s. 0d.
Antwerp—M'ment cargo ,, ..	£1 0s. 0d.	£0 17s. 6d.
,, Seeds & Wheat ,, ..	£0 18s. 6d.	£0 16s. 6d.
Hull ,, ..	.....	.....
Dunkirk ,, ..	£0 18s. 0d.	£0 17s. 6d.
Trieste & Venice—M'ment cargo ,, ..	.....	.....
,, Seeds & Wheat ,, ..	.....	.....
Marseilles—M'ment cargo ,, ..	£0 17s. 6d.	£0 17s. 0d.
,, Seeds & Wheat ,, ..	£0 16s. 6d.	£0 16s. 0d.
Genoa—M'ment cargo ,, ...	£0 19s. 0d.	.....
,, Seeds & Wheat ,, ...	£0 18s. 0d.	.....
China Steamer (P. & O.)..	Rs. 8 to Rs. 10	Rs. 8 to Rs. 10
Japan do. (P. & O.)	,, 2	,, 2
Australia	,, 25 to Rs. 35	,, 25 to Rs. 35.

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 5th July.	Week ending 12th July.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 0 15/16d.	1s. 0 27/32d.
„ „ Sight	1s. 0 15/16d.	1s. 0 27/32d.
„ „ 3 m'ths' „	1s. 1d.	1s. 0 29/32d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
First-class Credits ... 3 „ „	1s. 1 1/16d.	1s. 0 15/16d.
„ „ ... 4 „ „	.....	.....
„ „ ... 6 „ „	1s. 1 1/8d.	1s. 0 31/32d.
Documents ... ... 3 „ „	1s. 1 3/32d.	1s. 0 31/32d.
„ ... ... 4 „ „	.....	.....
„ ... ... 6 „ „	1s. 1 5/32d.	1s. 1d.
Paris Francs Mer'tile Bills 3 „ „	1·37 1/4	1·36
„ 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer..	100 1/32	100 1/16
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs. 193 100$; Shanghai, Rs. 255 per 100 Taels; Japan, Rs. 193 per 100 $.	Hongkong Rs.193½ per 100$; Shanghai Rs. 255 per 100 Taels; Japan Rs.193½ per 100$;
Eng. Bar Gold, 100 touch (per tola)	Rs. 30-8-0	Rs. 29-15-0
Sovereigns...	„ 18-3-6	„ 18-8-0
Bar Silver	„ 96-0-0 Ready; Rs. 94-0-0 Forward.	Rs. 95-12-0 Ready Rs. 95-0-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills.	6 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	5 „ „	5 „ „
Rate of Interest in the open Market on Govt. Securities ...	4½ „ „	4 to 5 „
Money Market	Easy.	Money in moderate demand.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103-8-0	Rs. 103-9-0
Three-and-a-half per cents. ...	„ 102-6-0	„ 103-0-0
IMPORTS.		
Piece-Goods— Market	Moderate enquiry ...	Quiet.
6¼ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 3-6-0	Rs. 3-6-0
7½ to 8¼ lbs. „ „ „	„ 4-5-0	„ 4-5-0
2½ to 3 lbs. 28-30 in Madapollams „	„ 2-0-0	„ 2-0-0
No. 40s Mule Twist (per lb.) ...	As. 8¾ to 9¾	As. 8¾ to 9¾
No. 30s Water „ „ ...	„ 8¼ „ 9¼	„ 8¼ to 9¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 46-4-0	Rs. 46-10-0
Yellow Metal, (in cases) (per cwt)	„ 37-12-0	„ 37-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 32 to Rs. 33	Rs. 32 to Rs. 33
Staffordshire Bar Iron „ „ ...	„ 35 „ „ 36	„ 35 „ „ 36
Swedish Bar Iron, „ „ ...	„ 51 „ „ 52	„ 51 „ „ 52
Davison's West Hartley Coal, (per ton) alongside.	(Ready) (Forward.) ... Rs. 17	(Ready) (Forward.) ... Rs. 17
Welsh Hartley Coal, (per ton) „	... „ 16½	... „ 16½
Cardiff Coal, „ „	Rs. 17 „ 17	Rs. 16¾ „ 17½ to Rs. 18

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.		Week ending 5th July.	Week ending 12th July.
EXPORTS.			
Cotton—	Market	Steady	Quiet, but steady.
(Full-pressed ; per candy of 784 lbs.)			
Broach, ...	Fine...	.....	...
Do.	F.G....	.....	...
Do.	Good..	Rs. 215 Ready.	Rs. 215 Ready.
Barsee	F.G....	„ 200 „	„ 200 „
Do.	Good..	„ 194 „	„ 194 „
Oomrawuttee, Good Staple, ...	Fine...	.....	.....
„ „	F.G...	Rs. 183 Ready	Rs. 183 Ready
„ „	Good..	„ 174 „	„ 174 „
Khandeish, ...	Fine ..	....	....
„	F.G. ..	Rs. 176 Ready	„ 176 Ready
„	Good ..	„ 170 „	„ 170 „
Belatee, ...	Fine..	„ 180 „	„ 180 „
„	F.G. ..	„ 173 „	„ 173 „
„	Good...	.....	....
Dhollera, ...	Fine...	Rs. 203 Ready	„ 203 Ready
„	F.G. ..	„ 192 „	„ 192 „
„	Good...	„ 185 „	„ 185 „
Bengals, ...	Fine ..	„ 172 „	„ 172 „
„	F. G. ..	„ 158 „	„ 158 „
„	Good...	„ 148 „	„ 148 „
Dharwar (S.G.)	Good...	„ 193 „	„ 193 „
Westerns, ...	Good ..	„ 188 „	„ 188 „
Gingelly seed, White	(per cwt.)...	.....	.....
„ mixed	„ ..	.....	.....
Linseed, Bold	„ ...	Rs. 7-14-6 Ready	Rs. 8-1-0 Ready
„ Small Seed	„ ..	„ 7-14-3 „	„ 8-0-9 „
Rapeseed, Guzerat Yellow	„ ..	„ 6-7-0 „	„ 6-6-0 „
„ Brown Delhi	„ ..	„ 6-4-6 „	„ 6-6-6 „
„ Yellow Cawnpore	„ ...	.....	....
Poppy seed	„ ..	„ 9-3-0 Ready	„ 9-1-0 Ready
Groundnuts	„ ..	„ 6-5-0 „	„ 6 6-6 „
Castor seed, Bold Cawnpore	„ ...	....	....
„ Ordinary Quality F.A.	„ ..	Rs. 5-0-0 Ready	Rs. 5-0-6 Ready
Wheat, White Pessy	„ ...	{ Rs. 4-5-0 „ 91 %	{ „ 4-6-0 „ 91 %
		{ „ 4-2-6 „ 85 %	{ „ 4-5-0 „ 85 %
„ Jabalpur Pessy	„ ..	.....	.....
„ Ahmedabad (Soft Red)	„ ..	Rs. 3-12-0 Ready	„ 3-13-0 Ready
„ Hard Yellow	„ ...	{ Rs. 4-0-6 „ 75 %	{ Rs. 3-15-0 Ready 75 %
		{ „ 3-14-0 „ 63 %	{ „ 3-13-6 „ 63 %
		{ „ 3-13-0 „ 50 %	{ „ 3-12-6 „ 50 %
„ Delhi No. 1 White Pessy	„ ..	Rs. 3-13-6 „	Rs. 3-14-6 „
„ „ Red	„ ...	„ 3-6-6 „	„ 3-8-0 „
„ Hard Red Khatha 75 %	„ ...	....	.....
„ Nagpore Khathi	„ .	....	„ 3-13-6 Ready
Opium, (M lwa) per chest, Old	...	Rs. 1,350	„ 1,325
„ „ New	...	„ 1,275	„ 1,282
FREIGHTS.		(Ready)	(Ready)
Liverpool—Cotton (per ton of 40 ft.) via Suez Canal.		£0 17s. 6d.	£0 16s. 3d.
„ Seeds and Wheat	„ ..	£0 16s. 0d.	£0 15s. 0d.
London—Measurement cargo, P. & O. Co.	„ ..	£1 10s. 0d.	£1 10s. 0d.
„ Seeds & Wheat do.	„ ..	£0 16s. 6d.	£0 16s. 3d.
„ Measurement cargo	„ ..	....	....
„ Seeds & Wheat	„ ..	....	..
Havre—Measurement cargo	„ ..	.....	£0 17s. 6d.
„ Seeds & Wheat	„ ...	....	£0 16s. 0d.
Antwerp—Measurement cargo	„ ..	.....	£0 16s. 3d.
„ Seeds & Wheat	„ ..	.....	£0 15s. 6d.
Hull	„ ...	....	£0 17s. 6d.
Dunkirk	„ ..	.....	£0 16s. 0d.
Trieste & Venice—Measurement cargo	„ ..	....	£1 1s. 3d.
„ Seeds & Wheat	„ ..	...	£1 0s. 0d.
Marseilles—Measurement cargo,	„ ...	£0 16s. 0d.	£0 15s. 0d.
„ Seeds & Wheat	„ ...	£0 15s. 0d.	£0 14s. 0d.
Genoa—Measurement cargo	„ ...	....	....
„ Seeds and Wheat	„ ..	.....	.....
China Steamer (P. & O.)	..	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Japan do. (P. & O.)...	...	„ 2	„ 2
Australia	..	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 19th July.	Week ending 26th July.
EXCHANGE.		
On England, Bank Bills Tel. Transfer ...	1s. 0 13/16d.	1s. 0 31/32d.
„ „ Sight	1s. 0 13/16d.	1s. 0 31/32d.
„ „ 3 m'ths' „	1s. 0 7/8d.	1s. 1 1/32d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
First class Credits ... 3 „ „	1s. 0 29/32 to 15/16d.	1s. 1 3/32d.
„ „ ... 4 „ „	.....	.....
„ „ ... 6 „ „	1s. 0 31/32d.	1s. 1 5/32d.
Documents ... 3 „ „	1s. 0 15/16d.	1s. 1 1/8d.
„ ... ... 4 „ „	.....	.....
„ ... ... 6 „ „	1s. 1d.	1s. 1 3/16d.
Paris Francs Mercantile Bills... 3 „ „	1·35¾	1·37¾
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer.	100	100
On China Mer'tile Bills, 30days' Sight.	HongkongRs.193½ per 100 $; Shanghai Rs. 255 per 100 Taels; Japan Rs. 193½ per 100 $.	HongkongRs. 192½ per 100$; Shanghai Rs. 255 per 100 Taels; Japan Rs. 192½ per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 32-4-0	Rs. 29-12-0
Sovereigns	„ 18-8-0	„ 18-7-0
Barsilver	„ 95-6-0 Ready; Rs. 95-10-0 forward	„ 96-0-0 Ready; Rs. 96-3 0 forward
RATES OF DISCOUNT.		
Bank Rate of Disct. on PrivateBills	6 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	5 „ „	5 „ „
Rate of Interest in the open Market on Govt. Securities ...	4 to 5	4 to 5
Money Market	In fair demand.	In moderate demand.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103-15-0	Rs. 103-5-0
Three-and-a-half per cents. ...	„ 102-12-0	„ 102-4-0
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs (per piece.)	Rs. 3-6-0	Rs. 3-6-0
7½ to 8¼lbs. „ „ „	„ 4-5-0	„ 4-6-0
2¼ to3 lbs. 28-30in. Madapollams „	„ 2-0-6	„ 2-0-6
No. 40s Mule Twist, (per lb.) ...	As. 8¾ to 9¾	As. 8¾ to 9¾
No. 30s Water „ ...	„ 8½ to 9½	„ 8½ to 9½
Copper Braziers, (in bundles) (per cwt)	Rs. 46-12-0	Rs. 47-4-0
Yellow Metal, (in cases) (per cwt)	„ 38-2-0	„ 38-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 32 to 33	Rs. 32 to 33
Staffordshire Bar Iron, „ „ ...	„ 35 to 36	„ 35 to 36
Swedish Bar Iron, „ „ ...	„ 51 to 52	„ 50 to 51
Davison's West Hartley Coal, (per ton) alongside.	(Ready) (Forward). ..... Rs. 17½	(Ready) (Forward.) „ Rs. 17¼
Welsh Hartley Coal, (per ton) „	....	..... „ 17
Cardiff Coal, „ „	Rs. 17 Rs. 17½	Rs. 17 „ 18

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 19th July.	Week ending 26th July.
EXPORTS.		
Cotton— [Full-pressed ; per candy of 784 lbs.] Market	Quiet. (Ready)	Quiet. (Ready.)
Broach, ... Fine...	.....	.....
Do. ... ... F.G....	.....	.....
Do. ... ... Good...	Rs. 215 Nominal.	Rs. 215 Nominal
Barsee ... ... F.G....	„ 200 „	„ 200 „
Do. ... ... Good...	„ 194 „	„ 194 „
Oomrawattee, Good staple, ... Fine...	.....	.....
„ „ ... .. F.G.....	Rs. 183 Nominal.	Rs. 183 Nominal.
„ „ ... .. Good..	„ 174 „	„ 174 „
Khandeish, ... Fine ..	.....	.....
„ ... . F.G.....	Rs. 176 Nominal.	Rs. 176 Nominal.
„ ... . Good...	„ 170 „	„ 170 „
Belatee, ... Fine ...	„ 180 „	„ 180 „
„ .. .. F.G. ..	„ 173 „	„ 173 „
„ ... ... Good...	.....	.....
Dhollera, ... Fine ...	Rs. 203 Nominal.	„ 203 Nominal.
„ .. .. F.G.....	„ 192 „	„ 192 „
„ ... ... Good...	„ 185 „	„ 185 „
Bengals, ... Fine ...	„ 172 „	„ 172 „
„ .. .. F.G....	„ 158 „	„ 158 „
„ ... . Good...	„ 148 „	„ 148 „
Dharwar (S.G.) ... ... Good...	„ 193 „	„ 193 „
Westerns, ... Good..	„ 188 „	„ 188 „
Gingelly seed, White (per cwt.)..	....	.....
„ Mixed „ ..	.....	.....
Linseed, Bold „ ...	Rs. 8-3-0 Ready	Rs. 8-2-6 Ready
„ Small Seed „ ..	„ 8-3 0 „	.....
Rapeseed, Guzerat Yellow „ ...	„ 6-12-0 „	„ 6-11-0 Ready
„ Brown Delhi „ ...	„ 6-10-6 „	„ 6-8-6 „
„ YellowCawnpore „ ..	.....	.....
Poppy seed „ ..	Rs. 9-5-0 Ready	.....
Groundnuts „ ..	„ 6-7-0 „	Rs. 6-6-0 Ready
Castorseed, Bold Cawnpore „ ...	....	.....
„ Ordinary Quality, F.A. „ ...	Rs. 5-1-0 Ready	Rs. 5-2-0 Ready
Wheat, White Pessy „ ...	„ 4-5-0 „ 91 %	Rs. 4-4-6 „ 91 %
	„ 4-3-0 „ 85 %	„ 4-2-0 „ 85 %
„ Jabalpor- Pessy „ ..	.....	.....
„ Ahmedabad (soft Red) „ ..	Rs. 3-13-6 Ready	Rs. 3-13-0 Ready
	Rs. 3-15-5 „ 75 %	Rs. 3-14-0 „ 75 %
„ Hard Yellow „ ..	„ 3-12-6 „ 63 %	„ 3-12-0 „ 63 %
	„ 3-11-6 „ 50 %	„ 3-10-0 „ 50 %
„ Delhi No. 1, White Pessy „ ...	Rs. 3-14-6 „	Rs. 3-14-0 „
„ „ Red „ ...	„ 3-8 0 „	„ 3-7-6 „
„ Hard Red Khatha 75 % „ ...	.....	.....
„ Nagpore Khathi „ ...	Rs. 3 12-6 Ready	Rs. 3-13-6 Ready.
Opium (Malwa) per chest, Old	„ 1,325	„ 1,330
„ „ „ New	„ 1,285	„ 1,270
FREIGHTS.		
	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£0 17s. 6d.	£0 16s. 3d.
„ Seeds and Wheat „ ..	£0 15s. 0 .	£0 14s. 6d.
London—M'ment cargo, P. & O. Co. „ ...	£1 10s. 0d.	£1 10s. 0d.
„ Seeds & Wheat „ „ „ ...	£0 16s. 3d.	£0 16s. 3d.
„ M'ment cargo „ ...	.....	.....
„ Seeds and Wheat „ ...	....	.....
Havre—M'ment cargo „ ...	£0 18s. 9d.	£1 0s. 6d.
„ Seeds and Wheat „ ..	£0 17s. 6d.	£1 0s. 0d.
Antwerp—M'ment cargo „ ..	£0 18s. 0d.	£1 0s. 0d.
„ Seeds and Wheat „ ..	£0 17s. 0d.	£0 18s. 0d.
Hull „ ...	£0 18s. 6d.	£0 17s. 6d.
Dunkirk „ ...	£0 15s. 6d.	£0 15s. 6d.
Trieste & Venice—M'ment cargo „ ...	£-1 0s. 0d.	£1 0s. 0d.
„ Seeds & Wheat „ ...	£0 18s. 9d.	£0 18s. 9d.
Marseilles—M'ment cargo „ ..	£0 15s. 0d.	£0 16s. 0d.
„ Seeds & Wheat „ ...	£0 14s. 0d.	£0 14s. 0d.
Genoa—M'ment cargo, „ ...	.....	....
„ Seeds and Wheat „ ...	.....	.....
China Steamer [P. & O.]	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Japan do. [P. & O.]	„ 2	„ 2
Australia....	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 2nd August.	Week ending 9th August.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 0 29/32d.	1s. 0 29/32d.
„ „ Sight	1s. 0 29/32d.	1s. 0 15/16d.
„ „ 3 m'ths' „	1s. 0 15/16d.	1s. 0 31/32d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
First-class Credits ... 3 „ „	1s. 1d.	1s. 1 1/32d.
„ „ ... 4 „ „	.....	.....
„ „ ... 6 „ „	1s. 1 1/16d.	1s. 1 3/32d.
Documents ... ... 3 „ „	1s. 1 1/32d.	1s. 1 1/16d.
„ ... ... 4 „ „	.....	.....
„ ... ... 6 „ „	1s. 1 3/32d.	1s. 1 5/32d.
Paris Francs Mercantile Bills... 3 „ „	1·36¼	1·37
„ „ 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer.	100 1/32	100 1/32
On China Mer'tile Bills, 30 days' Sight	Hongkong Rs. 192½ per 100$; Shanghai Rs. 255 per 100 Taels; Japan Rs. 192½ per 100 $.	Hongkong Rs. 192½ per 100$; Shanghai Rs. 255 per 100 Taels; Japan Rs. 192½ per 100$.
Eng. Bar Gold, 100 touch (per tola)	Rs. 29-9-6	Rs. 29-9-0
Sovereigns....	„ 18-7-0	„ 18-7-0
Bar Silver	„ 95-12-0 Ready; Rs. 95-12-0 Forward.	„ 95-8-0 Ready; Rs. 95-7-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	5 per cent.	5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of Interest in the open Market on Government Securities...	4 „	4 „
Money Market	Easy.	Easy
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103-1-0	Rs. 103-4-0
Three-and-a-half per cents. ...	„ 101-8-0	„ 102-14-0
IMPORTS.		
Piece Goods— Market	Dull.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece.)	Rs. 3-5-6	Rs. 3-6-0
7½ to 8¼lbs. „ „ „	„ 4-6-0	„ 4-5-6
2½ to3lbs. 28-30 in Madapollams „	„ 2-0-6	„ 2-0-6
No. 40s Mule Twist, (per lb.) ...	As. 8¾ to 9¾	As. 8¾ to 9¾
No. 30s Water „ „ ...	„ 8¼ to 9¼	„ 8¼ to 9¼
Copper Braziers, (in bundles) (per cwt)	Rs. 46-10-0	Rs. 46-8-0
Yellow Metal, (in cases) (per cwt)	„ 38-0-0	„ 38-0-0
Welsh Bar Iron, (per cdy. of 746½ lbs.)	„ 32-0-0	„ 32 to Rs. 33
Staffordshire Bar Iron, „ „ ...	„ 35-0-0	„ 35 to 36
Swedish Bar Iron, „ „ ...	„ 50 to Rs. 51	„ 50 to 51
Davison's West Hartley Coal, (per ton) alongside.	(Ready.) (Forward.) ... Rs. 17	(Ready.) (Forward.) ... Rs. 17
Welsh Hartley Coal, (per ton) „	... „ 16	... ...
Cardiff Coal, (per ton) „	Rs. 17¾ „ 18	Rs. 17¾ Rs. 18¼

mittee of the Chamber of Commerce during the Year 1894—*contd.*

QUOTATIONS.	Week ending 2nd August.	Week ending 9th August.
EXPORTS.		
COTTON— Market	Quiet.	Quiet.
(Full pressed; per candy of 784 lbs.)		
Broach, ... Fine ...	Nominal.	Nominal.
Do. ... ... F.G. ...	.....	.....
Do. ... ... Good ..	Rs. 220 25th March 1895	Rs. 214 Feb.-Mar. 1895.
Barsee, ... F.G. ...	Nominal.	Nominal.
Do. ... ... Good ...	,,	,,
Oomrawuttee, Good Staple ... Fine ...	,,	,,
,, ,, ... F.G. ...	,,	,,
,, ,, ... Good ...	,,	,,
Khandeish ... ... Fine ...	,,	,,
,, ... F.G. ...	,,	,,
,, ... Good ...	,,	,,
Belatee ... ... Fine ...	,,	,,
,, ... F.G. ...	,,	,,
,, ... Good...	,,	,,
Dhollera ... ... Fine...	,,	,,
,, ... F.G. ...	,,	,,
,, ... Good...	,,	,,
Bengals ... ... Fine ...	Rs. 185 Jan.-Feb. 1895.	Rs. 185 Jan.-Feb. 1895.
,, ... F.G. ...	,, 171 ,, ,,	,, 168 ,, ,,
,, ... Good...	Nominal.	Nominal.
Dharwar (S.G.) ... ... Good...	,,	,,
Westerns ... ... Good ..	,,	,,
Gingelly seed, White (per cwt.)...	.....	Rs. 8-7-0 Forward
,, Mixed ,, ...	.....	,, 8-0-0 ,,
Linseed, Bold ,, ...	Rs. 8-0-6 Ready	,, 8-0-6 Ready
,, Small Seed ,, ...	,, 8-0-6 ,,	.....
Rapeseed, Gujerat Yellow ,, ..	,, 6-10-0 ,,	Rs. 6-12-0 Ready
,, Brown Delhi ,, ...	,, 6-7-0 ,,	,, 6-8-0 ,,
,, Yellow Cawnpore ,, ...	.....	.....
Poppy seed ,, ...	Rs. 8-15-0 Ready	Rs. 8-15-0 Ready
Groundnuts ,, ...	,, 6-3-6 ,,	,, 6-3-0 ,,
Castorseed, Bold Cawnpore ,, ...	.....	.....
,, Ordinary Quality F.A. ,, ...	Rs. 5-0-6 Ready	Rs. 5-0-6 Ready
Wheat, White Pessy ,, ..	{ Rs. 4-3-6 ,, 91 % ,, 4-2-0 ,, 85 %	{ ,, 4-1-0 ,, 91 % ,, 3-13-0 ,, 85 %
,, Jabalpur Pessy ,, ...	....	.....
,, Ahmedabad (Soft Red) ,, ...	.....	.....
,, Hard Yellow ,, ...	.... 75 % Rs. 3-10-0 Ready 63 % ,, 3-9-0 ,, 50 %	..... 75 % Rs. 3-8-6 Ready 63 % ,, 3-7-6 ,, 50 %
,, Delhi No. 1, White Pessy ,, ...	,, 3-12-6 Ready	,, 3-11-6 ,,
,, ,, Red ,, ...	,, 3-7-6 ,,	,, 3 7-0 ,,
,, Hard Red Khatha 75 % ,, ..	.....	.....
,, Nagpore Khathi ,, ...	.. ..	Rs. 3-7-6 Ready,
Opium, (Malwa) per chest, Old	Rs. 1,325	,, 1,310
,, ,, ,, New	,, 1,275	,, 1,265
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40feet) via Suez Canal	£0 16s. 3d.	£0 15s. 6d.
,, Seeds and Wheat ,, ...	£0 13s. 9d.	£0 13s. 0d.
London—M'ment cargo, P. & O. Co. ,, ...	£1 10s. 0d.	£1 10s. 0d.
,, Seeds & Wheat ,, ,, ..	£0 16s. 3d.	£0 16s. 3d.
,, M'ment cargo ,, ...	.....	£0 18s. 9d.
,, Seeds & Wheat ,, ..	.....	£0 17s. 6d.
Havre—M'ment cargo ,, ..	.....	.....
,, Seeds & Wheat ,, ...	.....	.....
Antwerp—M'ment cargo ,, ...	£0 17s. 6d.	£0 17s. 6d.
,, Seeds & Wheat ,, ...	£0 17s. 0d.	£0 17s. 0d.
Hull ,, ...	.....	£0 17s. 6d.
Dunkirk ,, ..	.....	£0 17s. 6d.
Trieste & Venice—M'ment cargo ,, ..	£0 17s. 6d.	£0 17s. 6d.
,, Seeds & Wheat ,, ...	£0 16s. 3d.	£0 17s. 6d.
Marseilles—M'ment cargo ,, ..	£0 15s. 0d.	£0 14s. 0d.
,, Seeds & Wheat ,, ..	£0 13s. 0d.	£0 13s. 0d.
Genoa—M'ment cargo ,, ..	£0 17s. 0d.	£0 17s. 6d.
,, Seeds & Wheat ,, ...	£0 15s. 0d.	£0 15s. 6d.
China Steamer (P. & O.)	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8.
Japan ,, ,, ...	,, 2	,, 2
Australia	,, 25 to Rs.35	,, 25 to Rs. 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 17th August.	Week ending 24th August.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 1 3/16d.	1s. 1⅛d.
„ „ Sight	1s. 1 3/16d.	1s. 1⅛d.
„ „ 3 m'ths' „	1s. 1¼d.	1s. 1 7/16d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
First-class Credits 3 „ „	1s. 1 5/16d.	1s. 1½d.
„ „ ... 4 „ „	.....	.....
„ „ ... 6 „ „	1s. 1⅜d.	1s. 1 9/16d.
Documents ... 3 „ „	1s. 1 11/32d.	1s. 1 17/32d.
„ ... ... 4 „ „	.....	.....
„ ... ... 6 „ „	1s. 1 13/32d.	1s. 1 19/32d.
Paris Francs Mercantile Bills... 3 „ „	1·40	1·42
„ „ 6 „ „	1·40⅜	.....
On Calcutta Bank Tel. Transfer...	100 1/32	100 1/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 192 per 100 $; Shanghai Rs. 254 per 100 Taels; Japan Rs. 192 per 100 $.	Hongkong Rs. 188½ per 100 $; Shanghai Rs. 250 per 100 Tacls; Japan Rs. 188½ per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 28-13-0	Rs. 28-10-0 } Fluctuat-
Sovereigns...	„ 18-4-0	„ 17-14-0 } ing.
Bar Silver	„ 94-15-0 Rdy.; Rs. 94-14-0 Forward.	„ 94-4-0 Ready; Rs. 94-4-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	5 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	3 „
Rate of Interest in the open Market on Govt. Securities ...	(Nothing doing.)	3 „
Money Market	Easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 103-12-0; Rs. 104-8-0 (Loan of 1854-55.)	Rs. 104-2-0
Three-and-a-half per cents. ...	Rs. 103-4-0	„ 103-12-0
IMPORTS.		
Piece Goods— Market	Quiet.	Quiet.
6¼ to 7lbs. 34-38 in. Grey Shrtgs. (per piece.)	Rs. 3-6-0	Rs. 3-5-6
7½ to 8¼lbs. „ „ „	„ 4-5-6	„ 4-4-0
2½ to 3lbs. 28-30 in Madapollams „	„ 2-0-3	„ 2-0-0
No. 40s Mule Twist, (per lb.) ...	As. 8⅜ to Rs. 9¼	As. 8¼ to 9⅜
No. 30s Water „ „ ...	„ 8⅜ to „ 9¼	„ 8½ to 9½
Copper Braziers, (in bundles) (per cwt.)	Rs. 46-0-0	Rs. 44-14-0
Yellow Metal, (in cases) (per cwt.)	„ 38-0-0	„ 37-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 32 to Rs. 33	„ 31 to Rs. 32
Staffordshire Bar Iron, „ „ ...	„ 34 to „ 35	„ 34-0-0
Swedish Bar Iron, „ „ ...	„ 50 to „ 51	„ 48 to Rs. 50
Davison's West Hartley Coal, (per ton) alongside.	(Ready.) (Forward.)	(Ready.) (Forward.)
	... Rs. 17	Rs. 17 Rs. 17¼
Welsh Hartley Coal, (per ton) „	... „ 15¼	... „ 16
Cardiff Coal, (per ton) „	Rs. 17¼ „ 18	Rs. 17¾ „ 17¼

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 17th August.	Week ending 24th August.
EXPORTS.		
Cotton— Market.	Quiet.	Quiet.
(Full—pressed; per candy of 784 lbs.)		
Broach, ... Fine...	Nominal.	Nominal.
Do. ... ... F.G....	...	...
Do. ... ... Good..	Rs. 214 Feb. Mar. 1895.	Rs. 202 to 203 Feb. Mar. 1895
Barsee ... ... F.G....	Nominal.	Nominal.
Do. ... ... Good..	„	„
Oomrawuttee, Good Staple, ... Fine....	„	„
„ „ ... ... F.G....	„	„
„ „ ... ... Good...	„	„
Khandeish, ... Fine...	„	„
„ ... ... F.G....	„	„
„ ... ... Good...	„	„
Belatee, ... Fine...	„	„
„ ... ... F.G. ...	„	„
„ ... ... Good...	„	„
Dhollera, ... Fine...	„	„
„ ... ... F.G ..	„	„
„ ... ... Good..	„	„
Bengals, ... Fine...	Rs. 185 Jan. Feb. 1895.	Rs. 177 Dec. Jan. 1895.
„ .. .. F.G....	„ 168 „ „	„ 160 „ „
„ ... ... Good..	Nominal.	Nominal.
Dharwar (S.G.) ... ... Good..	„	„
Westerns, ... Good...	„	„
Gingelly seed, White (per cwt.)...	Rs. 8-7-0 Forward.	Rs. 8-6-9 Forward.
„ Mixed „ ...	„ 8-0-0 „	„ 7-11-9 „
Linseed, Bold „ ...	„ 7-15-0 Ready	Rs. 7-12-0 Ready
„ Small Seed „ ..	.....	....
Rapeseed, Gujerat Yellow „ ...	Rs. 6-11-0 Ready.	Rs. 6-9-0 Ready
„ Brown Delhi „ ...	„ 6-6-6 „	„ 6-2-6 „
„ Yellow Cawnpore „ ...	.....	.....
Poppy seed „ ..	Rs. 8-13-0 Ready.	Rs. 8-13-0 Ready
Groundnuts „ ..	„ 6-2-6 „	„ 6-0-0 „
Castorseed, Bold Cawnpore „ ..	.....	....
„ Ordinary quality F.A „ ...	Rs. 5-1-6 Ready.	Rs. 5-1-0 Ready
Wheat, White Pessy „	Rs. 4-2-0 Ready, 91 % „ 3-15-6 „ 85 %	Rs. 4-0-3 „ 91 % „ 3-15-0 „ 85 %
„ Jabalpur Pessy „ ..	.....	.....
„ Ahmedabad (Soft Red) „ ..	.....	....
„ Hard Yellow „	..... 75 % Rs. 3-9-0 Ready 63 % „ 3-7-6 „ 50 %	..... 75 % Rs. 3-8-3 Ready, 63 % „ 3-5-3 „ 50 %
„ Delhi No. 1, White Pessy „ ..	Rs. 3-10-6 „	Rs. 3-10-0 „
„ „ Red „ ..	„ 3-6-0 „	„ 3-7-6 „
„ Hard Red Khatha 75 % „ ..	„ 3-12-6 „	.....
„ Nagpore Khathi „ ..	„ 3-12-6 „	Rs. 3-12-0 Ready
Opium, (Malwa) per chest, Old	„ 1,310	„ 1,300
„ „ „ New...	„ 1,275	„ 1,270
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal.	£0 15s. 0d.	£0 15s. 0d.
„ Seeds and Wheat „ ...	£0 14s. 0d.	£0 14s. 0d.
London—M'ment cargo, P. & O. Co. „ ...	£1 10s. 0d.	£1 5s. 0d.
„ Seeds and Wheat „ „ ...	£0 17s. 0d.	£0 16s. 3d.
„ M'ment cargo, „ ..	£0 18s. 9d.	£0 18s. 9d.
„ Seeds and Wheat „ ..	£0 16s. 6d.	£0 17s. 0d.
Havre—M'ment cargo „ ..	£0 17s. 6d.	£0 17s. 0d.
„ Seeds and Wheat „ ...	£0 17s. 0d.	£0 16s. 0d.
Antwerp—M'ment cargo „ ..	£0 18s. 0d.	£0 16s. 6d.
„ Seeds and Wheat „ ..	£0 17s. 6d.	£0 15s. 6d.
Hull „ ..	.....	£0 17s. 6d.
Dunkirk „ ..	£0 17s. 0d.	£0 16s. 0d.
Trieste and Venice—M'ment cargo „ ...	£0 16s. 3d.	£0 16s. 3d.
„ Seeds and Wheat „ ..	£0 15s. 0d.	£0 15s. 0d.
Marseilles—M'ment cargo, „ ..	£0 15s. 0d.	£0 15s. 0d.
„ Seeds & Wheat „ ..	£0 14s. 0d.	£0 14s. 0d.
Genoa—M'ment Cargo „ ..	.....	.....
„ Seed and Wheat „ ...	.....	.....
China Steamer P. & O.	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Japan „ „	„ 2	„ 2
Australia	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 30th August.	Week ending 6th September.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 1 13/16d.	1s. 1 11/16d.
„ „ Sight	1s. 1 13/16d.	1s. 1 11/16d.
„ „ 3 m'ths' „	1s. 1 7/8d.	1s. 1 3/4d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
First-class Credits... 3 „ „	1s. 1 15/16d.	1s. 1 13/16d.
„ „ ... 4 „ „	.....	.....
„ „ ... 6 „ „	1s. 2d.	1s. 1 7/8d.
Documents ... 3 „ „	1s. 1 31/32d.	1s. 1 27/32d.
„ ... 4 „ „	.....	.....
„ ... 6 „ „	1s. 2 1/32d.	1s. 1 29/32d.
Paris Francs Mer'tile Bills 3 „ „	1·46½	1·45½
„ 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer...	100 1/32	100 1/16
On China Mer'tile Bills, 30 days' Sight	Hongkong Rs. 189½ per 100$; Shanghai Rs. 250 per 100 Taels; Japan Rs. 189½ per 100 $.	Hongkong Rs. 189½ per 100$; Shanghai Rs. 252 per 100 Taels; Japan Rs. 189½ per 100 $.
Eng. Bar Gold, 100 touch (per tola).	Rs. 27-10-0	Rs. 28-0-0
Sovereigns	„ 17-5-0	„ 18-0-0
Bar Silver	Rs. 93-12-0 Ready; Rs. 93-12-0 Fwd.	Rs. 94-4-0 Ready; Rs. 94-0-0 Fwd.
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills.	4 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Rate of Interest in the open Market on Govt. Securities ...	3 „	3 „
Money Market	Easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 105-3-0	No quotation.
Three-and-a-half per cents. ...	„ 104-2-0	Rs. 103-4-0
IMPORTS.		
Piece Goods— Market	Quiet.	Moderate demand.
6½ to 7lbs. 34-38in. Grey Shrtgs, (per piece)	Rs. 3-5-0	Rs. 3-5-0
7¼ to 8¼ lbs., „ „	„ 4-4-0	„ 4-3-0
2½ to 3lbs. 28-30 in. Madapollams. „	„ 2-0-0	„ 1-14-0
No. 40s Mule Twist (per lb.) ...	As. 8⅝ to 9¼	As. 8¼ to 9⅝
No. 30s Water „ „ ...	„ 8¼ „ 9⅝	„ 8¼ to 9¼
Copper Braziers, (in bundles) per cwt.	Rs. 44-12-0	Rs. 44-10-0
Yellow Metal, (in cases) per cwt.	„ 37-4-0	„ 37-6-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 31 to 32	Rs. 31 to 32
Staffordshire Bar Iron „ „ ...	„ 34 to 35	„ 34-0-0
Swedish Bar Iron „ „ ...	„ 48 to 50	„ 48 to Rs. 50
Davison's West Hartley Coal (per ton) alongside.	..... Rs. 17 fwd.	..... Rs. 16½ to 17 fwd.
Welsh Hartley Coal, (per ton) „	„ 15 rdy; „ 15½ „	.....
Cardiff Coal, „ „	„ 17½ rdy; „ 17½ „	Rs. 17 to 17½ rdy.; Rs. 17½ forward.

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 30th August.	Week ending 6th September.
EXPORTS.		
Cotton— Market	Quiet.	Quiet.
(Full pressed ; per candy of 784 lbs.)		
Broach, ... Fine...	.....	Rs. 202 March 1895.
Do. ... ... F.G...	.....	.....
Do. ... ... Good...	Rs. 202 25th March 1895	Rs. 198 „ „
Barsee ... ... F.G....	.....	.....
Do. ... ... Good...	.....	.....
Oomrawuttee, Good Staple ... Fine...	.....	.....
„ „ ... ... F.G....	.....	.....
„ „ ... ... Good...	.....	.....
Khandeish ... ... Fine ...	.....	.....
„ ... ... F.G. ...	.....	Rs. 172 Jan. Feb. 1895.
„ ... ... Good...	.....	.....
Belatee, ... Fine ...	.....	....
„ ... ... F.G. ...	.....	.....
„ ... ... Good...	.....	.....
Dhollera, ... Fine ...	Rs. 197 March April 1895.	Rs. 192 March April 1895.
„ ... ... F.G. ...	„ 187 „ „	„ 182 „ „
„ ... ... Good ..	„ 177 „ „	„ 172 „ „
Bengals, ... Fine ...	„ 176 Forward	„ 172 Dec. Jan. 1895.
„ ... ... F.G. ...	„ 160 „	„ 157 „ „
„ ... ... Good...	.....	.....
Dharwar (S.G.), ... Good ...	.....	.....
Westerns, ... Good ..	.....	..
Gingelly seed, White ... . (per cwt.) ...	Rs. 8-5-0 Forward	Rs. 8-4-6 Dec. Jan. 1895.
„ Mixed „ ..	„ 7-11-0 „	„ 7-9-0 „ „
Linseed, Bold „ ..	„ 7-13-0 Ready	Rs. 7-14-0 Ready
„ Small Seed „ ..	.....	.....
Rapeseed, Gujerat Yellow „ ...	„ 6-8-0 „	„ 6-8-0 „
„ Brown Delhi „ ..	„ 6-3-6 „	„ 6-3-3 „
„ Yellow Cawnpore „ ..	.....	....
Poppy seed „ ..	„ 8-12-0 „	„ 8-10-0 „
Groundnuts „ ..	„ 5-14-6 „	„ 5-15-3 „
Castor seed, Bold Cawnpore „ ..	....	...
„ Ordinary Quality F. A. „ ...	„ 4-14-6 „	„ 4-14-3 „
Wheat, White Pessy „ ...	Rs. 4-1-3 „ 91 %	Rs. 3-15-6 „ 91 %
	„ ... „ 85 „	„ 3-13-6 „ 85 „
„ Jabalpur Pessy „ ..	.....	.....
„ Ahmedabad (Soft Red) „ ..	....	.....
	..... „ 75 %	..... 75 % Ready
„ Hard Yellow „ ..	Rs. 3-7-6 „ 63 „	Rs. 3-10-6 63 „ „
	..... „ 50 „	„ 3-10-0 50 „ „
„ Delhi No. 1, White Pessy „ ..	Rs. 3-10-0 Ready	„ 3-9-6 „
„ „ Red „ ..	„ 3-6-6 „	„ 3-8-0 „
„ Hard Red Khatha 75 % „ ..	.....	...
„ Nagpore Khathi „ ..	....	Rs. 3-11-6 Ready
Opium, (Malwa) per chest, Old	„ 1,300	„ 1,275
„ „ „ New	„ 1,265	„ 1,240
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 feet).via Suez Canal	£0 16s. 3d.	£0 19s. 0d.
„ Seeds and Wheat „ ...	£0 14s. 6d.	£0 16s. 0d.
London—M'ment cargo, P. & O. Co. „ ...	£1 0s. 0d.	£1 10s. 0d.
„ Seeds & Wheat „ „ „ ...	£0 16s. 3d.	£0 16s. 3d.
„ M'ment cargo „ ..	£0 18s. 9d.	.....
„ Seeds and Wheat „ ..	£0 17s. 6d.	.....
Havre—M'ment cargo „ ..	£0 17s. 0d.	.....
„ Seeds & Wheat „ ..	£0 16s. 0d.	....
Antwerp—M'ment cargo „ ..	....	£0 16s. 6d.
„ Seeds & Wheat „ ..	.....	£0 16s. 0d.
Hull „ ...	£1 0s. 0d.	£0 17s. 6d.
Dunkirk „ ..	£0 16s. 0d.	£0 16s. 3d.
Trieste & Venice—M'ment cargo „ ..	£0 12s. 6d.	£0 16s. 0d.
„ Seeds & Wheat „ ..	£0 11s. 3d.	£0 15s. 0d.
Marseilles—M'ment Cargo „ ...	£0 16s. 0d.	£0 17s. 6d.
„ Seeds & Wheat „ ...	£0 14s. 6d.	£0 16s. 3d.
Genoa—M'ment cargo „ ...	.....	£0 17s. 6d.
„ Seeds and Wheat „ ..	....	£0 16s. 3d.
China Steamer (P. & O.)	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Japan „ „	„ 2	„ 2
Australia	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 13th September.	Eight days ending 20th September.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 1¼d.	1s. 1⅛d.
„ „ Sight	1s. 1⅛d.	1s. 1⅛d.
„ „ 3 m'ths' „	1s. 1 17/32d.	1s. 1 7/16d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
First-class Credits 3 „ „	1s. 1 21/32d.	1s. 1⅛d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	1s. 1 23/32d.	1s. 1 9/16d.
Documents ... ... 3 „ „	1s. 1 11/16d.	1s. 1 17/32d.
„ 4 „ „	.....	.....
„ 6 „ „	1s. 1¾d.	1s. 1 19/32d.
Paris Francs Mercantile Bills... 3 „ „	1·43½	1·42
„ ... 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer...	100 1/16	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 190½ per 100 $; Shanghai Rs. 252 per 100 Taels; Japan Rs. 190½ per 100 $.	Hongkong Rs. 192½ per 100 $; Shanghai Rs. 254 per 100 Taels; Japan Rs. 192½ per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 28-8-0	Rs. 28-10-0
Sovereigns	„ 17-15-9	„ 18-3-0
Bar Silver	„ 93-0-0 Ready; Rs. 9?-0-0 Forward.	„ 93-4-0 Ready; Rs. 93-8-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills	4 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Rate of Interest in the open Market on Govt. Securities ...	2½ to 3 per cent.	2½ to 3 per cent.
Money Market	Very easy.	Very easy.
GOVERNMENT SECURITIES.		
Four per cents.	None.	None.
Three-and-a-half per cents. ...	Rs. 103-4-0	Rs. 103-14-0
IMPORTS.		
Piece Goods— Market	Quiet.	Moderate enquiry.
6½ to 7 lbs. 34-38 in. Grey Shrtgs, (per piece)	Rs. 3-5-0	Rs. 3-5-0
7½ to 8¼ lbs. „ „ „	„ 4-2-0	„ 4-0-0
2½ to 3 lbs. 28-30 in. Madapollams „	„ 1-14-0	„ 1-13-6
No. 40s Mule Twist, (per lb.) ...	As. 8½ to 9½	As. 8⅝ to 9⅝
No. 30s Water „ „ ...	„ 8¼ to 9¼	„ 8⅜ to 9¼
Copper Braziers, (in bundles) per cwt	Rs. 44-8-0	Rs. 44-12-0
Yellow Metal, (in cases) „	„ 37-8-0	„ 37-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 31 to 32	„ 30 to 31
Staffordshire Bar Iron, „ „ ...	„ 33 to 34	„ 32 to 33
Swedish Bar Iron, „ „ ...	„ 48 to 50	„ 48 to 50
Davison's West Hartley Coal, (per ton) alongside	(Ready.) (Forward.) Rs. 16½ Rs. 16¾	(Ready.) (Forward.) Rs. 16¾ Rs. 16¾
Welsh Hartley Coal, (per ton) „	.....	.....
Cardiff Coal, „ „	Rs. 17¼ Rs. 17½	Rs. 17¼ Rs. 17¼

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 13th September.	Eight days ending 20th September.
EXPORTS.		
Cotton— Market	Quiet.	Quiet.
(Full-pressed ; per candy of 784 lbs.)		
Broach, ...Fine...	Rs. 203 March 1895.	Rs. 199 March 1895.
Do. ... ...F.G....	.....	.....
Do. ... ...Good...	,, 197 March 1895.	,, 192 March 1895.
Barsee ... ...F.G....	.....	,, 185 Feb. March 1895
,, ...Good...	.....	.....
Oomrawuttee, Good Staple, ...Fine ...	.....	Rs. 183 Forward
,, ,, ..F.G. ..	.....	,, 173 Jan. Feb. 1895
,, ,, ...Good...	.....	.....
Khandeish .. ..Fine ...	.....	.....
,, ...F.G. ...	Rs. 172 January 1895.	Rs. 165 Dec. Jan. 1895.
,, ...Good...	.....	.....
Belatee ... .Fine ...	.....	.....
,, ...F.G. ...	.....	.....
,, ...Good..	.....	.....
Dhollera ... .Fine ...	Rs. 190 April-May 1895.	Rs. 185 March April 1895
,, ...F.G. ..	,, 180 ,, ,,	,, 175 ,, ,,
,, ...Good...	,, 170 ,, ,,	,, 164 Forward
Bengals ... . Fine ...	,, 169 Dec.-Jan. ,,	,, 164 Dec. Jan. 1895
,, ...F.G. ...	,, 153 ,, ,,	,, 151 ,, ,,
,, ...Good ...	.....	.....
Dharwar (S.G.)... ... .Good...	.....	.....
Westerns, ...Good..	.....	.....
Gingelly Seed, White (per cwt.)...	Rs. 8-4-6 Forward	Rs. 8-3-6 Forward
,, Mixed ,, ..	,, 7-11-0 ,,	,, 7-9-0 ,,
Linseed, Bold ,, ..	,, 7-14-0 Ready	,, 7-14-0 Ready
,, Small Seed ,, ...	.....	.....
Rapeseed, Gujerat Yellow ,, ..	Rs. 6-8-0 Ready	Rs. 6-7-0 Ready
,, Brown Delhi ,, ...	,, 6-2-0 ,,	,, 6-3-0 ,,
,, Yellow Cawnpore ,, ..	,, 6-6-0 Forward	.....
Poppyseed ,, ...	,, 8-13-0 Ready	Rs. 9-0-0 Ready
Groundnuts ,, ..	,, 5-15-0 ,,	,, 6-0-0 ,,
Castorseed, Bold Cawnpore ,, ...	.. ..	....
,, Ordinary Quality F.A. ,, ..	Rs. 5-0-6 Ready	Rs. 5-0-0 Ready
Wheat, White Pessy ,, ...	,, 3-15-0 91 % ,,	Rs. 3-15-0 91 % ,,
	,, 3-14-0 85 % ,,	,, 3-14-0 85 % ,,
,, Jabalpur Pessy ,, ...	.....	.....
,, Ahmedabad (Soft Red) ,, ...	.....	.....
,, Hard Yellow ,, ..	..... 75 % Ready	..... 75 % Ready
	Rs. 3-11-0 63 % ,,	Rs. 3-12-0 63 % ,,
	,, 3-10-0 50 % ,,	,, 3-11-0 50 % ,,
,, Delhi No 1, White Pessy ,, ..	,, 3-10-0 ,,	Rs. 3-11-3 ,,
,, ,, Red ,, ..	,, 3-8-6 ,,	,, 3-7-0 ,,
,, Hard Red Khatha 75% ,, ..	.....	.....
,, Nagpore Khathi ,, ..	Rs. 3-11-6 Ready	Rs. 3-11-0 Ready
Opium, (Malwa) per chest, Old	,, 1,290	,, 1,300
,, ,, New	,, 1,245	,, 1,275
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal.	£0 17s. 6d.	£0 17s. 6d.
,, Seeds & Wheat ,, ...	£0 15s. 0d.	£0 14s. 6d.
London—M'ment cargo P. & O. Co. ,, ...	£1 5s. 0d.	£1 5s. 0d.
,, Seeds & Wheat ,, ..	£0 16s. 0d.	£0 16s. 0d.
,, M'ment cargo ,, ..	£0 18s. 0d.	£0 18s. 9d.
,, Seeds and Wheat ,, ..	£0 17s. 0d.	£0 17s. 0d.
Havre—M'ment cargo ,, ...	.....	.....
,, Seeds and Wheat ,, ..	.....	.....
Antwerp—M'ment cargo ,, ..	£0 17s. 0d.	£0 17s. 6d.
,, Seeds & Wheat ,, ...	£0 16s. 6d.	£0 16s. 9d.
Hull ,, ..	£0 17s. 6d.	£0 17s. 6d.
Dunkirk ,, ..	.....	.....
Trieste & Venice—M'ment cargo ,, ..	£0 16s. 3d.	£0 15s. 0d.
,, ,, Seeds & Wheat ,, ..	£0 15s. 0d.	£0 13s. 9d.
Marseilles—M'ment. cargo ,, ..	£0 16s. 3d.	£0 16s. 3d.
,, Seeds & Wheat ,, ..	£0 15s. 0d.	£0 14s. 6d.
Genoa—M'ment cargo ,, ...	£0 17s. 6d.	£0 17s. 6d.
,, Seeds & Wheat ,, ...	£0 16s. 3d.	£0 15s. 6d.
China Steamer (P. & O.)	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Japan ,, (P. & O.)	,, 2	,, 2
Asutralia	,, 25 to ,, 35	,, 25 to ,, 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 28th September.	Week ending 5th October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 1¼d.	1s. 1 7/32d.
„ „ Sight	1s. 1¼d.	1s. 1 7/32d.
„ „ 3 m'ths' „	1s. 1 5/16d.	1s. 1 9/32d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
First-class Credits ... 3 „ „	1s. 1⅜d.	1s. 1 11/32d.
„ „ ... 4 „ „	.....	.....
„ „ ... 6 „ „	1s. 1 7/16d.	1s. 1 13/32d.
Documents ... 3 „ „	1s. 1 13/32d.	1s. 1 3/8d.
„ ... 4 „ „	.....	.....
„ ... 6 „ „	1s. 1 15/32d.	1s. 1½d.
Paris Francs Mercantile Bills... 3 „ „	1·40⅜	1·40½
„ „ 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer...	100 3/32	100 1/16
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 195 per 100 $; Shanghai Rs. 254 per 100 Taels; Japan Rs. 195 per 100 $.	Hongkong Rs. 193½ per 100 $; Shanghai Rs. 255 per 100 Taels; Japan Rs. 193½ per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 28-12-0	Rs. 28-13-0
Sovereigns	„ 18-4-0	„ 18-1-0
Bar Silver	„ 93-9-0 Ready; „ 93-12-0 Forward.	Rs. 93-8-0 Ready; „ 93-14-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills	4 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Rate of Interest in the open Market on Govt. Securities ...	2 to 3 „	.....
Money Market	Very easy.	Very easy.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents ...	Rs. 103-14-0	Rs. 103-8-0
IMPORTS.		
Piece Goods— Market	Moderate enquiry.	Moderate demand.
6½ to 7 lbs 34-38 in. Grey Shrtgs, (per piece)	Rs. 3-5-0	Rs. 3-4-0
7¼ to 8¼ lbs. „ „ „ ...	„ 4-0-0	„ 4-0-0
2½ to 3 lbs. 28-30 in. Madapollams „	„ 1-13-6	„ 1-13-6
No. 40s. Mule Twist, (per lb.) ...	As. 8½ to 9⅝	As. 8½ to 9½
No. 30s. Water, „ „ ...	„ 8¼ „ 9¼	„ 8⅝ to 9¼
Copper Braziers, (in bundles) per cwt.	Rs. 46-2-0	Rs. 45-10-0
Yellow Metal, (in cases) per cwt...	„ 38-8-0	„ 38-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 30 to 31	„ 31 to Rs. 32
Staffordshire Bar Iron, „ „ ...	„ 33 „ 34	„ 33 „ „ 34
Swedish Bar Iron, „ „ ...	„ 48 „ 50	„ 49 „ „ 51
Davison's West Hartley Coal, (per ton) alongside.	(Ready.) (Forward.) ..... Rs. 17	(Ready.) (Forward.) ..... Rs. 17
Welsh Hartley Coal, „ „ ...	..... „ 15¼	..... „ 15¾
Cardiff Coal, „ „ ...	Rs. 17¼ „ 17¼	Rs. 17½ „ 17½

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 28th September.	Week ending 5th October.
EXPORTS.		
Cotton— Market.	Quiet, but steady.	Steady.
(Full-pressed; per candy of 784 lbs.)		
Broach ... ... Fine ..	Rs. 198 March 1895	Rs. 199 March 1895.
,, ... F.G. ...	,, 194 ,, ,,	,, 194 ,, ,,
,, ... Good ..	,, 190 ,, ,,	,, 190 ,, ,,
Barsee .. .. F.G. ..	,, 185 Feb. 1895.	.....
,, ... Good ..	.....	.....
Oomrawuttee, Good Staple, ... Fine ..	.....	Rs. 178 Jan. Feb. 1895.
,, ,, ... F.G. ..	Rs. 170 Jan.-Feb. 1895.	,, 168 ,, ,, ,,
,, ,, ... Good..	,, 160 ,, ,, ,,	.....
Khandesh, ... Fine ...	.....	.....
,, ... F.G. ...	Rs. 164 Dec.-Jan. 1895.	Rs. 162 Jan.-Feb. 1895.
,, ... Good...	.....	.....
Belatee, ... Fine ...	Rs. 171 Dec.-Jan. 1895.	Rs. 168 ,, ,, ,,
,, ... F.G. ...	,, 161 ,, ,, ,,	,, 158 ,, ,, ,,
,, ... Good...	.....	.....
Dhollera, ... Fine...	Rs. 180 March-April 1895.	Rs. 180 March-April 1895.
,, ... F.G. ...	,, 170 ,, ,, ,,	,, 170 ,, ,,
,, ... Good...	,, 160 ,, ,, ,,	,, 162 ,, ,,
Bengals ... ... Fine...	,, 164 Dec.-Jan. ,,	,, 162 Dec.-Jan. 1895.
,, ... F.G....	,, 150 ,, ,, ,,	,, 149 ,, ,, ,,
,, ... Good...	,, 140 ,, ,, ,,	,, 140 ,, ,, ,,
Dharwar (S.G.) ... . Good...	.....	.....
Westerns, ... Good..	.....	.....
Gingelly Seed, Wheat.. .. (per cwt.)..	Rs. 8-5-0 Forward	Rs. 8-5-6 Forward
,, Mixed ,, ..	,, 8-3-0 ,,	,, 7-12-6 ,,
Linseed, Bold ,, ..	,, 8-0-0 Ready	,, ...
,, Small Seed ,, ...	.....	.....
Rapeseed, Gujerat Yellow ,, ..	Rs. 6-8-0 Ready.	Rs. 6-7-0 Ready
,, Brown Delhi ,, ..	,, 6-3-0 ,,	,, 6-1-0 ,,
,, Yellow Cawnpore ,, ...	.....	.....
Poppy seed ,, ...	Rs. 8-1-6 Forward.	Rs. 8-2-0 Forward.
Groundnuts ,, ..	,, 5-15-0 Ready	.....
Castor seed, Bold Cawnpore ,, ...	.....	.....
,, Ordinary quantity F.A. ,, ...	Rs. 5-0-0 Ready	.....
Wheat, White Pessy ,,	Rs. 3-14-0 91 % ,,	Rs. 3-15-0 91 % Ready
,, Jabalpur Pessy ,, ...	,, 3-12-0 85 % ,,	,, 3-13-0 85 % ,,
,, Ahmedabad (Soft Red) ,, ..	.....	.....
,, Hard Yellow ,,	.....	.....
..... 75 %	..... 75 % Ready	
Rs. 3-11-0 63 % Ready.	..... 63 % ,,	
,, 3-9-0 50 % ,,	Rs. 3-14-0 50 % ,,	
,, Delhi No. 1, White Pessy ,, .	,, 3-10-6 ,,	,, 3-10-6 ,,
,, ,, Red ,, ..	,, 3-7-0 ,,	,, 3-5-0 ,,
,, Hard Red Khatha 75 % ,, ..	.....	.....
,, Nagpore Kalthi ,, ..	Rs. 3-13-6 Ready.	Rs. 3-13-0
Opium, (*Malwa*) per chest, Old	,, 1,300	,, 1,295
,, ,, ,, New	,, 1,270	,, 1,240
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton (per ton of 40 ft.). via Suez Canal	£0 16s. 3d.	£0 16s. 3d.
,, Seeds & Wheat ,, ..	£0 14s. 6d.	£0 14s. 6d.
London—M'ment cargo, P. & O. Co. ,, ..	£1 10s. 0d.	£1 10s. 0d.
,, Seeds & Wheat do. ,, ..	£0 13s. 6d.	£0 14s. 0d.
,, M'ment cargo ,, ..	.....	.....
,, Seeds and Wheat ,, ..	.....	.....
Havre—M'ment cargo ,, ...	.....	.....
,, Seeds and Wheat ,, ..	.....	.....
Antwerp—M'ment cargo ,, ..	.....	.....
,, Seeds and Wheat ,, ..	.....	.....
Hull ,, ..	.....	.....
Dunkirk ,, ..	.....	.....
Trieste & Venice—M'ment cargo ,, ..	£0 16s. 3d.	£0 15s. 0d.
,, ,, Seeds & Wheat ,, ..	£0 15s. 0d.	£0 14s. 0d.
Marseilles—M'ment cargo ,, ..	£0 16s. 3d.	£0 16s. 3d.
,, Seeds & Wheat ,, ..	£0 14s. 6d.	£0 14s. 0d.
Genoa—M'ment cargo ,, ...	....	£0 17s. 6d.
,, Seeds and Wheat ,, ...	.....	£0 15s. 0d.
China Steamer (P. & O.)	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Japan do. (P. & O.)	,, 2	,, 2
Australia	,, 25 to ,, 35	,, 25 to ,, 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 12th October.	Week ending 19th October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 1 5/16d.	1s. 1 9/32d.
„ „ Sight	1s. 1 5/16d.	1s. 1 9/32d.
„ „ 3 m'ths' „	1s. 1⅜d.	1s. 1 5/16d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
First-class Credits Tel. 3 „ „	1s. 1 7/16d.	1s. 1 13/32d.
„ „ 4 „ „	.....	.....
„ „ ... 6 „ „	1s. 1½d.	1s. 1 15/32d.
Documents ... 3 „ „	1s. 1 15/32d.	1s. 1 7/16d.
„ ... ... 4 „ „	.....	.....
„ ... ... 6 „ „	1s. 1 17/32d.	1s. 1 9/16d.
Paris Francs Mercantile Bills... 3 „ „	1·41⅛	1·39⅜
„ „ 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer...	100 3/32	100 1/16
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 191½ per 100 $; Shanghai Rs. 255 per 100 Taels; Japan Rs. 191½ per 100 $.	Hongkong Rs. 190 per 100 $; Shanghai Rs. 254 per 100 Taels; Japan Rs. 190 per 100 $.
Eng. Bar. Gold, 100 touch (per tola).	Rs. 28-10-6	Rs. 28-10-0
Sovereigns	„ 18-2-0	„ 17-14-0
Bar Silver	„ 93-7-0 Ready; „ 93-10-0 Forward.	„ 93-4-0 Ready; „ 93-7-0 Forward
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills	4 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Money Market	Very easy.	Easy; money plentiful.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 103-7-0	Rs. 103-4-0
IMPORTS.		
Piece Goods— Market	Moderate demand.	Quiet.
6½ to 7lbs 34-38in. Grey Shrtgs., (per piece)	Rs. 3-4-0	Rs. 3-4-0
7½ to 8¼ lbs. „ „ „ ...	„ 4-0-0	„ 4-0-0
2¼ to 3lbs. 28-30 in. Madapollams „ ...	„ 1-18-6	„ 1-13-6
No. 40s. Mule Twist, (per lb.) ...	As. 8½ to 9½	As. 8¼ to 9⅜
No. 30s Water. „ „ ...	„ 8⅜ to 9¼	„ 8 „ 9¼
Copper Braziers. (in bundles) per cwt..	Rs. 45-2-0	Rs. 45-0-0
Yellow Metal (in cases) per cwt...	„ 38-8-0	„ 38-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 31 to Rs. 32	„ 31 to Rs. 32
Staffordshire Bar Iron, „ „ ...	„ 34 „ „ 35	„ 33 „ „ 34
Swedish Bar Iron, „ „ ...	„ 48 „ „ 50	„ 48 „ „ 50
Davison's West Hartley Coal, (per ton alongside).	(Ready) (Forward.) ..... Rs. 16¼	(Ready); (Foward.) ..... Rs. 16¾
Welsh Hartley Coal, (per ton) „	..... „ 15½	Rs. 15¾ „ 15¼
Cardiff Coal, (per ton) „	Rs. 17 „ 17 to Rs. 17½	„ 17¼ „ 17¼

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 12th October.	Week ending 19th October.
EXPORTS.		
Cotton— Market	Quiet.	Very quiet.
(Full-pressed ; per candy 784 lbs.)		
Broach, ... Fine...	Rs. 190 March. 1895	Rs. 192 March 1895.
Do. ... ... F.G....	„ 187 Forward.	„ 188 „ „
Do. ... ... Good..	„ 181 March 1895.	„ 182 „ „
Barsee ... ... F.G....	.....	.....
Do. ... ... Good..	.....	.....
Comrawuttee, Good Staple, ... Fine..	Rs. 172 Jan.-Feb. 1895.	Rs. 172 Jan.-Feb. 1895,
„ „ ... ... F.G. ...	„ 162 „ „	„ 162 „ „ „
„ „ ... ... Good..	.....	.....
Khandeish, ... Fine...	.....	.....
„ ... ... F.G...	Rs. 156 Dec.-Jan. 1895.	Rs. 156 Jan.-Feb. 1895.
„ ... ... Good...	.....	.....
Belatee, ... Fine..	Rs. 164 Dec.-Jan. 1895.	Rs. 163 Jan.-Feb. 1895.
„ ... . F.G...	„ 154 „	„ 152 „ „ „
„ .. .. Good..	.....	.....
Dhollera .. .. Fine...	Rs. 174 March-Apl. 1895.	.....
„ .. .. F.G. ..	„ 164 „	.....
„ ... ... Good .	„ 156 „	.....
„ ... ... Fine...	„ 156 Forward.	Rs. 157 Dec.-Jan. 1895.
„ ... ... F.G....	„ 142 „	„ 143 „ „ „
„ ... ... Good .	„ 132 „	„ 133 „ „ „
„ ... ... Good...	....	.....
Dharwar (S.G.), ... Good...	.....	Rs. 163 May-June 1895.
Western, ... Good ..	.....	Rs. 8-6-0 Ready
Gingelly seed, White (per cwt.)...	.....	„ 7-11-6 Forward.
„ Mixed „ ...	....	„ 7-15-6 Ready.
Linseed, Bold „ ...	Rs. 8-0-6 Ready	.....
„ Small Seed „ ..	.....	Rs. 6-3-0 Ready
Rapeseed, Gujerat Yellow „ ..	Rs. 6-5-0 Ready	„ 5-15-6 „
„ Brown Delhi „ ..	„ 5-15-0 „	.....
„ Yellow Cawnpore „ ...	.....	Rs. 8-1-6 Forward.
Poppy seed „ ..	Rs. 8-1-6 Forward.	„ 5-14-0 Ready
Groundnuts „ ..	„ 6-0-0 Ready	.....
Castorseed, Bold Cawnpore „ ..	.....	Rs. 4-13-0 Ready.
„ Ordinary quality F.A. „ ..	Rs. 4-14-6 Ready	„ 4-4-0 „ 91 %
Wheat, White Pessy „ ...	„ 4-0-0 „ 91 %	„ 4-0-0 „ 85 „
„ Jabalpur Pessy „ ...	„ 3-14-0 „ 85 %	.....
„ Ahmedabad (Soft Red) „ ..	.....	.....
„ Hard Yellow „ ..	..... 75 %	..... 75 %
	Rs. 4-0-0 63 % Feb.-Mar	Rs. 3-13-0 63 % Ready.
	„ 3-15-0 50 % Ready	..... 50 % „
„ Delhi No. 1, White Pessy „ ..	Rs. 3-10-6 „	Rs. 3-11-0 Ready.
„ „ Red „ ..	„ 3-8-0 „	.....
„ Hard Red Khatha 75 „ ..	.....	.....
„ Nagpore Khathi „ ...	Rs. 3-14-0 Ready.	Rs. 3-13-6 Ready.
Opium, (Malwa) per chest, Old	„ 1,280	„ 1,285
„ „ New	1,240	„ 1,125
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft) via SuezCanal	£0 17s. 6d.	£0 16s. 3d.
„ Seeds & Wheat „ ...	£0 15s. 6d.	£0 15s. 0d.
London—M'ment cargo, P. & O. Co. „ ..	£1 10s. 0d.	£1 10s. 0d.
„ Seeds & Wheat do. „ ..	£0 14s. 0d.	£0 14s. 0d.
„ M'ment cargo „ ..	.....	....
„ Seeds and Wheat „ ..	....	.....
Havre—M'ment cargo „ ..	£0 18s. 0d.	£0 18s. 9d.
„ Seeds and Wheat „ ..	£0 17s. 0d.	£0 18s. 0d.
Antwerp—M'ment cargo „ ..	£0 18s. 9d.	£0 18s. 9d.
„ Seeds and Wheat „ ..	£0 17s. 6d.	£0 18s. 0d.
Hull „ ..	£0 17s. 0d.	£0 17s. 6d.
Dunkirk „ ..	.....	.....
Trieste & Venice—M'ment cargo,, „ ..	£0 15s. 0d.	£0 15s. 0d.
„ „ Seeds & Wheat,, „ ..	£0 14s. 0d.	£0 13s. 9d.
Marseilles—M'ment cargo, „ ...	£0 16s. 3d.	£0 16s. 3d.
„ Seeds & Wheat „ ..	£0 15s. 0d.	£0 15s. 0d.
Genoa—M'ment cargo „ ...	£0 13s. 9d.	.....
„ Seeds & Wheat „ ..	£0 12s. 6d.	.....
China Steamer [P. & O.]	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Japan do. [P. & O.]	„ 2	„ 2
Australia	„ 25 to Rs. 35	„ 25 to Rs. 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 26th October.	Week ending 2nd November.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 1 5/16d.	1s. 1 9/32d.
„ „ Sight	1s. 1 5/16d.	1s. 1 9/32d.
„ „ 3 m'ths' „	1s. 1⅛d.	1s. 1 5/16d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
First-class Credits ... 3 „ „	1s. 1 7/16d.	1s. 1⅛d.
„ „ ... 4 „ „	.....	.....
„ „ ... 6 „ „	1s. 1⅛d.	1s. 1 7/16d.
Documents ... 3 „ „	1s. 1 15/32d.	1s. 1 13/32d.
„ ... ... 4 „ „	.....	.....
„ ... ... 6 „ „	1s. 1 17/32d.	1s. 1 15/32d.
Paris Francs Mercantile Bills... 3 „ „	1·41¼	1·40⅝
„ „ ... 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer...	100 1/16	100 1/16
On China Mer'tile Bills, 30 days' Sight	Hongkong Rs.189½ per 100$; Shanghai Rs. 254 per 100 Taels; Japan Rs.189½ per 100 $.	Hongkong Rs.189½ per 100$; Shanghai Rs. 253 per 100 Taels; Japan Rs. 189 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 28-9-6	Rs. 28-10-0
Sovereigns	„ 18-1-0	„ 17-15-6
Bar Silver	„ 93-0-0 Ready; „ 93-3-0 Forward.	Rs. 93-10-0 Ready; „ 93-14-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills.	4 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Money Market	Money abundant.	Very easy.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 103-2-0	Rs. 103-1-0
IMPORTS.		
Market	Quiet.	Quiet.
6¼ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 3-4-0	Rs. 3-4-0
7½ to 8½lbs. „ „ „	„ 3-15-0	„ 3-14-0
2⅛ to 3lbs. 28-30in. Madapollams „	„ 1-13-6	„ 1-13-6
No. 40s. Mule Twist, (per lb.) ...	As. 8 to 9⅜	As. 8 to 9¼
No. 30s. Water, „ „ ...	„ 8 „ 8½	„ 8¼ „ 9¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 45-0-0	Rs. 45-10-0
Yellow Metal, (in cases) (per cwt.)	„ 38-8-0	„ 38-6-0
Welsh Bar Iron, (per candy of 746⅔ lbs.)	„ 32½	Rs. 32 to Rs. 34
Staffordshire Bar Iron, „ „ ...	„ 36	„ 36 „ „ 38
Swedish Bar Iron, „ „ ...	„ 48 to Rs. 50	„ 45 „ „ 50
Davison's West Hartley Coal, (per ton) alongside	(Ready) (Forward.) ..... Rs. 16¾	(Ready) (Forward.) ..... Rs. 16½
Welsh Hartley Coal, (per ton) „	..... „ 15½	..... „ 15½
Cardiff Coal, (per ton) „	Rs. 17½ „ 17½	Rs. 17½ „ 17½

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 26th October.	Week ending 2nd November.
EXPORTS.		
Cotton— Market	Quiet but steady.	Very Quiet; easier.
(Full-pressed; per candy of 784 lbs.)		
Broach, ... Fine ...	Rs. 190 Feb.-Mar. 1895.	Rs 185 March 1895
Do. ... ... F.G. ...	.....	.....
Do. ... ... Good...	Rs. 183 Feb.-Mar. 1895	Rs. 177 March 1895
Barsee, ... F.G. ..	Rs. 162 to 173 according to quality Ready	.....
Do. ... ... Good...	.....	.....
Oomrawuttee, Good Staple, ... Fine ...	.....	.....
„ „ ... F.G. ...	Rs. 161, Jan.-Feb. 1895	Rs. 158 Jan.-Feb. 1895
„ „ ... Good...	.....	.....
Khandeish, ... Fine ...	.....	.....
„ ... ... F.G. ...	Rs. 151 to 155 Jan. 1895 (Julgaon.)	Rs. 150 Dec.-January
„ ... ... Good...	.....	.....
Belatee, ... Fine ...	Rs. 145 to 150 according, to quality Ready	.....
„ ... ... F.G. ...	.....	Rs. 148 Dec.-Jan.1895
„ ... ... Good...	.....	.....
Dhollera, ... Fine ...	Rs. 145 to 175 according to quality Ready	Rs.171 Mar.-April 1895
„ ... ... F.G. ...	.....	„ 161 „ „ „
„ ... ... Good...		„ 154 „ „ „
Bengals, ... Fine ...	Rs. 125 to 138 according to quality Ready	„ 152 Dec.-Jan. 1895
„ ... ... F.G. ...		„ 137 „ „
„ ... ... Good...	.....	.....
Dharwar (S.G.), ... Good...	.....	Rs. 164 May-June 1895
Westerns ... ... Good ..	....	.....
Gingellyseed, White (per cwt.)...	Rs. 8-6-0 Ready	Rs. 8-5-0 Ready.
„ Mixed „ ..	„ 7-8-0 Forward	„ 7-8 0 Forward.
Linseed, Bold „ ..	„ 7-13-0 Ready	„ 7-13-6 Ready
„ Small Seed „ ..	.....	.....
Rapeseed, Gujerat Yellow „ ..	„ 6-4-0 „	„ 6-2-0 „
„ Brown Delhi „ ...	„ 5-15-6 „	„ 5-13-0 „
„ Yellow Cawnpore „ ..	.....	.....
Poppyseed „ ..	„ 8-0-9 Forward	„ 9-5-0 „
Groundnuts „ ...	„ 5-13-6 Ready	„ 5-12-0 „
Castorseed, Bold Cawnpore „ ..	....	.....
„ Ordinary Quality F.A. „ ..	„ 4-12-0 „	„ 4-11-0 „
Wheat, White Pessy „	„ 4-4-0 91 % „	„ 4-4-0 91 % „
	„ 4-0-0 85 % „	„ 4-0-0 85 % „
„ Jabalpur Pessy „ ..	....	.....
„ Ahmedabad (Soft Red) „ ...	....	....
	.... 75 %	..... 75 %
„ Hard Yellow „	„ 3-13-0 63 % Ready	„ 3-12-6 63 % Ready
	50 % „	„ 3-11-0 50 % „
„ Delhi No. 1, White Pessy „ ..	„ 3-10-6 „	„ 3-12-6 „
„ „ Red „ ..	„ 3-9-0 „	„ 3-11-0 „
„ Hard Red Khatha 75 % „ ..	.....	.....
„ Nagpore Khathi „ ..	„ 3-13-6 Ready	„ 3-14-0 Ready
Opium, (Malwa) per chest, Old	„ 1,275	„ 1,300
„ „ „ New	„ 1,225	„ 1,240
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40ft.) via Suez Canal	£0 16s. 3d.	£0 17s. 0d.
„ Seeds & Wheat „ ..	£0 15s. 6d.	£0 15s. 0d.
London—M'ment cargo, P. & O. Co. „ ...	£1 10s. 0d.	£1 10s. 0d.
„ Seeds & Wheat do. „ ..	£0 14s. 0d.	£0 15s. 0d.
„ M'ment cargo „ ...	....	.....
„ Seeds and Wheat „ ..	.....	.....
Havre—M'ment cargo „ ...	£1 0s. 0d.	£0 18s. 9d.
„ Seeds and Wheat „ ..	£0 18s. 9d.	£0 17s. 6d.
Antwerp—M'ment cargo „ ..	£0 18s. 9d.	£0 16s. 0d.
„ Seeds and Wheat „ ..	£0 17s. 6d.	£0 15s. 0d.
Hull „ ..	£0 17s. 6d.	£0 17s. 6d.
Dunkirk „ ..	.....	.....
Trieste & Venice—M'ment cargo „ ...	£0 13s. 9d.	£0 15s. 0d.
„ „ Seeds & Wheats „ ..	£0 12s. 6d.	£0 14s. 0d.
Marseilles—M'ment. cargo „ ..	£0 16s. 3d.	£0 16s. 3d.
„ Seeds & Wheat „ ..	£0 15s. 0d.	£0 15s. 0d.
Genoa—M'ment cargo „ ..	£0 12s. 6d.	£0 17s. 0d.
„ Seeds & Wheat „ ...	£0 11s. 0d.	£0 15s. 0d.
China Steamer (P. & O.)	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Japan „ „	„ 2	„ 2
Australia	Rs. 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 9th November.	Week ending 16th November.
EXCHANGE.		
On England, Bank Bills Tel. Transfer ...	1s. 1 7/32d.	1s. 1 7/32d.
„ „ Sight...	1s. 1 7/32d.	1s. 1¼d.
„ „ 3 m'ths' „	1s. 1¼d.	1s. 1 9/32d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
First-class Credits 3 „ „	1s. 1 5/16d.	1s. 1 11/32d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	1s. 1⅜d.	1s. 1 13/32d.
Documents „ 3 „ „	1s. 1 11/32d.	1s. 1⅜d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	1s. 1 13/32d.	1s. 1½d.
Paris Francs Mercantile Bills 3... „ „	1·40	1·40¼
„ „ 6... „ „	.....	.....
On Calcutta Bank Telegraffic Transfer	100 1/16	100 1/16
On China Mer'tile Bills, 30 days' Sight...	Hongkong Rs. 189 per 100$; Shanghai Rs. 253 per 100 Taels; Japan Rs. 189 per 100 $.	Hongkong, Rs.186½ per 100 $; Shanghai Rs. 252 per 100 Taels; Japan Rs.186½ per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 28-10-0	Rs. 28-11-0
Sovereigns	„ 18-2-0	„ 18-0-0
Bar Silver	„ 94-0-0 rdy; Rs. 94-2-0 fwd.	„ 93-11-0 rdy; Rs. 93-14-0 fwd.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	4 per cent. Nominal.	3 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „ „	3 „ Nominal.
Money Market	Money super-abundant.	Money abundant.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 103-6-0	Rs. 103-11-0
IMPORTS.		
PIECE GOODS— Market	Quiet.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrgts (per piece).	Rs. 3-4-0	Rs. 3-3-0
7½ to 8¼ lbs. „ „ „ ...	„ 3-14-0	„ 3-13-0
2½ to 3 lbs. 28-30 in Madapollams „ ...	„ 1-13-6	„ 1-13-6
No. 40s. Mule Twist, (per lb.) ...	As. 8⅜ to 9¼	As. 8¼ to 9¼
No. 30s. Water, „ „ ...	„ 8¼ to 9⅜	„ 8⅜ to 9¼
Copper Braziers, (in bundles) per cwt.	Rs. 45-10-0	Rs. 46-0-0
Yelow Metal, (in cases) per cwt.	„ 38-6-0	„ 38-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 32 to Rs. 34	„ 32 to Rs. 34
Staffordshire Bar Iron, „ „ ...	„ 35 „ „ 38	„ 36 „ „ 38
Swedish Bar Iron, „ „ ...	„ 45 „ „ 50	„ 45 „ „ 50
Davison's West Hartley Coal, (per ton) alongside.	(Ready.) Rs. 17¼ (Forward.) Rs. 17¼	(Ready.) Rs. 17¼ (Forward.) Rs. 17
Welsh Hartley Coal, (per ton) „	„ 16¼ „ 16	„ 16¼ „ 16¼
Cardiff Coal, (per ton) „	„ 17¼ „ 17½	„ 18¼ „ 18
EXPORTS.		
COTTON— Market (Full-pressed; per candy of 784 lbs.)	Weak and declining.	Very quiet.
Broach ... ... Fine...	Rs. 178 Feb.-Mar. 1895.	Rs. 176 25th Mar. 1895.
„ ... ... F.G....	.....	.....
„ ... ... Good..	„ 173 Feb.-Mar. 1895.	„ 171 25th Mar. 1895
Barsee ... ... F.G....	.....	.....
„ ... ... Good..	.....	.....

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.		Week ending 9th November.	Week ending 16th November.
EXPORTS—*contd.*			
Cotton—	[per candy		
Oomrawuttee, Good staple,	... Fine....	.....	.....
,, ,,	... F.G.	Rs. 151 Jan.-Feb. 1895.	Rs. 150 Jan.-Feb. 1895.
,, ,,	... Good...	.....	.....
Khandeish, ...	... Fine ...	.....	.....
,, ...	... F.G.	Rs. 149 Jan.-Feb. 1895.	Rs. 148 Jan.-Feb. 1895.
,, ...	... Good...	.....	.....
Belatee, ...	... Fine ...	.....	.....
,, ...	... F.G.	Rs. 145 Jan.-Feb. 1895.	Rs. 144 Dec.-Jan. 1895.
,, ...	... Good...	.....	.....
Dhollera, ...	... Fine ...	Rs. 166 Mar.-April. 1895.	Rs. 163 Apl.-May 1895.
,, ...	... F.G.	,, 156 ,, ,,	,, 153 ,, ,,
,, ...	... Good...	,, 148 ,, ,,	,, 147 ,, ,,
Bengals, ...	... Fine ...	,, 148 Dec.-Jan. ,,	,, 150 Dec.-Jan. ,,
,, ...	... F.G.	,, 133 ,, ,,	,, 137 ,, ,,
,, ...	... Good...	.....	.....
Dharwar (S.G.), ...	... Good...	.....	.....
Westerns, ...	... Good....	.....	.....
Gingellyseed, White	(per cwt.)...	Rs. 8-5-0 Ready	Rs. 8-3-6 Ready
,, Mixed	,, ...	,, 7-8-0 Forward	,, 7-8-0 ,,
Linseed, Bold	,, ..	,, 7-13-0 Ready	,, 7-14-0 ,,
,, Small Seed	,, ...	.....	....
Rapeseed, Gujrate Yellow	,, ...	Rs. 6-2-6 Ready	Rs. 6-2-6 Ready
,, Brown Delhi	,, ..	,, 5-14-0 ,,	,, 5-15-0 ,,
,, Yellow Cawnpore	,, ...	.....	....
Poppyseed	,, ..	Rs. 9-5-0 Ready	Rs. 9-5-0 Ready
Groundnuts	,, ..	,, 5-7-6 ,,	,, 5-9-6 ,,
Castorseed, Bold Cawnpore	,, ...	.....	.....
,, Ordinary quality F.	... m...	Rs. 4-10-6 Ready	Rs. 4-11-6 Ready
Wheat, White Pessy	,,	,, 4-4-0 91 % ,,	{ Rs. 4-5-0 91 % Ready,
		,, 4-0-0 85 % ,,	{ ,, 4-0-0 85 % ,,
,, Jabalpur Pessy	,, ..	.....	.....
,, Ahmedabad (Soft Red)	,, ..	....	.....
,, Hard Yellow	,,	..... 75 % Ready, Rs. 3-11-6 63 % ,, ,, 3-10-0 50 % ,,	{ ..... 75 % Ready, Rs. 3-12-6 63 % ,, ,, 3-10-0 50 % ,,
,, Delhi No. 1, White Pessy	,, ...	,, 3-12-6 Ready	Rs. 3-15-6 Ready
,, ,, Red	,, ..	,, 3-10-6 ,,	,, 3-13-6 ,,
,, Hard Red Khatha 75%	,, ..	.....	....
,, Nagpore Khathi	,, ..	Rs. 3-11-0 Ready	Rs. 3-14-0 Ready
Opium, (Malwa) per chest, Old		,, 1,300	,, 1,300
,, ,, ,, New		,, 1,240	,, 1,255
FREIGHTS.		(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal		£0 16s. 3d.	£0 17s. 6d.
,, Seeds & Wheat	,, ..	£0 14s. 6d.	£0 15s. 6d.
London—M'ment cargo, P. & O. Co.	,, ..	£1 10s. 0d.	£1 10s. 0d.
,, Seeds & Wheat do.	,, ...	£0 15s. 0d.	£0 16s. 3d.
,, M'ment cargo	,, ..	....	£0 18s. 9d.
,, Seeds and Wheat	,, ...	.....	£0 17s. 0d.
Havre—M'ment cargo	,, ..	.....	....
,, Seeds and Wheat	,, ...	.....	.....
Antwerp—M'ment cargo	,, ..	£0 16s. 6d.	.....
,, Seeds and Wheat	,, ..	£0 16s. 0d.	.....
Hull	,, ..	£0 18s. 0d.	.....
Dunkirk	,, ...	.....	.....
Trieste & Venice—M'ment cargo	,, ..	£0 14s. 6d.	£0 15s. 0d.
,, Seed & Wheat	,, ..	£0 13s. 6d.	£0 14s. 0d.
Marseilles—M'ment cargo	,, ..	£0 14s. 6d.	£0 16s. 3d.
,, Seeds & Wheat	,, ..	£0 13s. 6d.	£0 15s. 0d.
Genoa—M'ment cargo,	,, ...	£0 16s. 3d.	....
,, Seeds & Wheat	,, ...	£0 15s. 0d.	.....
China Steamer (P. & O.)...		Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Japan ,, (P. & O.)...		,, 2	,, 2
Australia		,, 25 to ,, 35	,, 25 to ,, 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 23rd November.	Week ending 30th November.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 1 3/16d.	1s. 1 3/32d.
„ „ Sight	1s. 1 3/16d.	1s. 1 1/8d.
„ „ 3m'ths' „	1s. 1 1/4d.	1s. 1 5/32d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
First-class Credits... 3 „ „	1s. 1 5/16d.	1s. 1 7/32d.
„ „ ... 4 „ „	.....	.....
„ „ ... 6 „ „	1s. 1 3/8d.	1s. 1 9/32d.
Documents ... 3 „ „	1s. 1 11/32d.	1s. 1 ¼d.
„ ... ... 4 „ „	.....	.....
„ ... ... 6 „ „	1s. 1 13/32d.	1s. 1 9/32d.
Paris Francs Mercantile Bills... 3 „ „	1·40	1·39¼
„ „ 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer.	100 3/32	100 3/32
On Chna Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 185½ per 100 $; Shanghai, Rs. 252 per 100 Taels; Japan, Rs. 185½ per 100½ $	Hongkong, Rs. 184 per 100 $; Shanghai, Rs. 250 per 100 Taels; Japan Rs. 184 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 28-11-0	Rs. 28-13-0
Sovereigns	„ 18-0-0	„ 18-2-0
Bar Silver	„ 93-7-0 Ready; Rs. 93-8-0 Forward.	„ 92-14-0 Ready; Rs. 92-15-0 forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	4 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „	3 „
Money Market	Money abundant.	Very easy.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 103 5/8	Rs. 103 11/16
IMPORTS.		
Piece Goods— Market	Quiet.	Moderate enquiry
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece.)	Rs. 3-3-0	Rs. 3-3-0
7½ to 8½lbs. „ „ „	„ 3-13-0	„ 3-12-0
2½ to 3lbs. 28-30in. Madapollams „	„ 1-13-6	„ 1-13-6
No. 40s. Mule Twist, (per lb.) ...	As. 8 to 9¼	As. 8 to 9¼
No. 30s. Water „ „ ...	„ 7¾ to 9	„ 7¾ to 9
Copper Braziers, (in bundles) per cwt....	Rs. 46-6-0	Rs. 46-10-0
Yellow Metal, (in cases) „ ...	„ 38-10-0	„ 38-10-0
Welsh Bar Iron, (per cdy. of 746½lbs.)	„ 31 to 32	„ 31 to 32
Staffordshire Bar Iron, „ „ ...	„ 35 to 36	„ 33 to 35
Swedish Bar Iron, „ „ ...	„ 48 to 50	„ 48 to 50
Davison's West Hartley Coal, (per ton) alongside.	(Ready) (Forward.) Rs. 17¼; Rs. 17	(Ready) (Forward) Rs. 18 Rs. 17½
Welsh Hartley Coal, (per ton) „	„ 17 „ 16¼	Rs. 17 „ 16¼
Cardiff Coal, (per ton) „	„ 19 „ 18	„ 19½ „ 19
EXPORTS.		
Cotton— Market	Quiet.	Quiet.
(Full-pressed; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 180 Mar. 25th 1895	Rs. 181 Mar. 1895
„ ... ... F.G....	.....	.....
„ ... ... Good...	Rs. 174 Mar. 25th 1895	Rs. 176 Mar. 1895
Barsee ... ... F.G....	.....	.....
„ ... ... Good...	.....	.....

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week endinrdg 23rd November.	Week ending 30th November.
EXPORTS—*contd.*		
Cotton— Market (Full-pressed; per candy of 784 lbs.)		
Oomrawutee, Good Staple, ... Fine...	.....	.....
„ „ ... ... F.G....	Rs. 156 Jan.-Feb. 1895	Rs. 156 Jan.-Feb. 1895
„ „ ... ... Good...	.....	.....
Khandeish, ... Fine...	.....	.....
„ ... ... F.G....	Rs. 154 Dec.-Jan. 1895	Rs. 155 Jan.-Feb. 1895
„ ... ... Good...	.....	.....
Belatee, ... Fine...	.....	.....
„ ... ... F.G....	Rs. 148 Jan. 1895	Rs. 149 Jan.-Feb. 1895
„ ... ... Good..	.....	.....
Dhollera, ... Fine...	Rs. 169 April-May 1895	Rs. 169 April.-May 1895
„ ... ... F.G....	„ 159 „ „	„ 159 „ „
„ ... ... Good...	„ 153 „ „	„ 153 „ „
Bengals, ... Fine...	„ 155 Jan. 1895	„ 153 Jan. Feb. 1895
„ ... ... F.G....	„ 138 „ „	„ 138 „ „
„ ... ... Good...	.....	.....
Dharwar, (S.G.) ... ... Good...	.....	.....
Westerns, ... Good...	.....	.....
Gingelly seed, White (per cwt.)...	Rs. 8-4-0 Ready	Rs. 8-4-0 Ready
„ Mixed „ ..	„ 7-8-6 „	„ 7-8-6 „
Linseed, Bold „ ..	„ 7-14-6 „	„ 7-14-0 „
„ Small Seed „ ..	.....	.....
Rapeseed, Gujerat Yellow „ ..	Rs. 6-4-0 Ready	Rs. 6-10-0 Ready
„ Brown Delhi „ ...	„ 6-0-0 „	„ 6-2-6 „
„ Yellow Cawnpore „ ..	.....	.....
Poppy seed „ ..	Rs. 9-6-0 Ready	Rs. 9-8-0 Ready
Groundnuts „ ..	„ 5-10-6 „	„ 5-14-0 „
Castorseed, Bold Cawnpore „ ..	.....	.....
„ Ordinary Quality F.A. „ ..	Rs. 4-10-6 Ready	Rs. 4-13-0 Ready
Wheat, White Pessy „ ..	{ Rs. 4-4-0 91 % „ { „ 4-0-0 85 % „	{ Rs. 4-5-0 91 % Ready { „ 4-0-0 85 % „
„ Jabalpur Pessy „ ..	.....	.....
„ Ahmedabad (Soft Red) „ ..	Rs. 3-14-0 April-May 1895	Rs. 3-14-0 April-May
„ Hard Yellow „ ..	..... 75 % { Rs. 3-11-0 63 „ Ready { „ 3-10-0 50 „ „	..... 75 % { Rs. 3-12-0 63 „ Ready { „ 3-11-0 50 „ „
„ Delhi No. 1, White Pessy, „ ..	Rs. 3-14-0 „	Rs. 4-1-0 Ready
„ „ Red „ ..	„ 3-11-0 „	„ 3-15-0 „
„ Hard Red Khatha 75 % „ ..	„ 3-9-0 „	„ 3-9-0 „
„ Nagpore Khatki „ ..	„ 3-13-6 „	„ 3-13-6 „
Opium, (Malwa) per chest, Old	„ 1,300	„ 1,315
„ „ „ New	„ 1,250	„ 1,260
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40ft.) via Suez Canal	£0 17s. 6d.	£0 18s. 9d.
„ Seeds & Wheat „ ...	£0 15s. 9d.	£0 16s. 0d.
London—M'mni cargo, P. & O. Co. „ ...	£1 5s. 0d.	£1 5s. 0d.
„ Seeds & Wheat do. „ ..	£0 16s. 3d.	£0 16s. 3d.
„ Measurement cargo „ ..	£0 18s. 0d.	£0 18s. 0d.
„ Seeds and Wheat „ ..	£0 16s. 6d.	£0 16s. 3d.
Havre—Measurement cargo „ ..	....	....
„ Seeds and Wheat „ ..	....	....
Antwerp—Measurement cargo „ ..	£0 17s. 6d.	£0 17s. 0d.
„ Seeds and Wheat „ ...	£0 16s. 6d.	£0 16s. 3d.
Hull „ ..	£0 18s. 0d.	£0 18s. 0d.
Dunkirk „ ..	£0 17s. 6d.	£0 17s. 0d.
Trieste & Venice—Measurement cargo „ ...	£0 14s. 0d.	£0 14s. 0d.
„ „ Seeds & Wheat „ ...	£0 13s. 0d.	£0 12s. 6d.
Marseilles—Measurement cargo „ ..	£0 16s. 3d.	£0 16s. 0d.
„ Seeds & Wheat „ ...	£0 15s. 6d.	£0 15s. 0d.
Genoa—Measurement cargo „ ...	....	.....
„ Seeds & Wheat „ ...	....	.....
China Steamer [P. & O.]	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Japan do. [P. & O.]	„ 2	„ 2
Australia	„ 25 to Rs. 35	„ 25 to „ 35

QUOTATIONS as estimated by the Com

Quotations.	Week ending 7th December.	Week ending 14th December.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 0 15/16d.	1s. 0 29/32d.
" " Sight	1s. 0 31/32d.	1s. 0 15/16d.
" " 3m'ths' "	1s. 1 1/32d.	1s. 0 31/32d.
" " 4 " "	.....	.....
" " 6 " "	.....	.....
First-class Credits ... 3 " "	1s. 1 1/16d.	1s. 1 1/32d.
" " ... 4 " "	.....	.....
" " ... 6 " "	1s. 1 1/32d.	1s. 1 3/32d.
Documents ... 3 " "	1s. 1 3/32d.	1s. 1 1/16d.
" ... ... 4 " "	.....	.....
" ... ... 6 " "	1s. 1 5/32d.	1s. 1 1/32d.
Paris Francs Mer'tile Bills, 3 " "	1·37½	1·37
" " 6 " "	.....	.....
On Calcutta Bank Tel. Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 185 per 100 $; Shanghai, Rs. 250 per 100 Taels; Japan, Rs. 185 per 100 $.	Hongkong, Rs. 187 per 100 $; Shanghai, Rs. 250 per 100 Taels; Japan, Rs. 187 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 29-1-6	Rs. 29-4-6
Sovereigns	" 18-5-0	" 18-7-0
Bar Silver	Rs. 93-1-0 Ready; " 93-0-0 Forward.	Rs. 92-12-0 Ready; " 92-10-0 Forward.
RATES OF DISCOUNT.		
Bank Rate on Disct. on Private Bills.	4 per cent.	4 per cent.
" of Interest on Demand Loans on Govt. Securities.	3 "	3 "
Money Market	Very easy.	Very easy.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 103 13/16	Rs. 103 13/16
IMPORTS.		
Piece Goods— Market	Dull.	Quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 3-2-0	Rs. 3-2-0
7½ to 8¼ lbs. " " " ...	" 3-12-0	" 3-12-0
2½ to 3lbs. 28-30in. Madapollams "	" 1-13-3	" 1-13-3
No. 40s. Mule Twist, (per lb.) ...	As. 8¼ to 9¼	As. 8 to 9¼
No. 30s. Water " " ...	" 8 to 9	" 7¾ to 9
Copper Braziers, (in bundles) per cwt.	Rs. 47-0-0	Rs. 48-0-0
Yellow Metal, (in cases) per cwt.	" 39-0-0	" 39-10-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 31 to Rs. 32	" 32-0-0
Staffordshire Bar Iron, " " ...	" 34 to " 35	" 34-0-0
Swedish Bar Iron, " " ...	" 48 to " 50	" 48 to Rs. 50
Davison's West Hartley Coal, (per ton) alongside.	(Ready.) Rs. 18½	(Forward.) Rs. 17¼	(Ready.) Rs. 18¼	(Forward.) Rs. 17
Welsh Hartley Coal, (per ton) "	" 17	" 16	" 17¼	" 16¼
Cardiff Coal, (per ton) "	" 19¼	" 18	" 19½	" 18
EXPORTS.		
Cotton— Market	Quiet, but steady.	Quiet, but steady.
(Full-pressed; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 186 Mar. 1895.	Rs.185 to 186 Feb.-Mar. 1895
" ... ... F.G....	.....	.....
" ... ... Good..	" 181 Mar. 1895.	Rs. 181 Feb.-Mar. 1895.
Barsee, ... F.G....	.....	.....
" ... ... Good..	.....	.....

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 7th December.	Week ending 14th December.
EXPORTS—*contd.*		
Cotton— [per candy.		
(Full-pressed; per candy 281 lbs.)		
Oomrawuttee, Good Staple, ... Fine...	.....	.....
" " ... ... F.G....	Rs. 158 Jan.-Feb. 1895	Rs. 156 to 157 Jan.-Feb. 1895
" " ... ... Good...	.....	.....
Khandeish, ... Fine...	.....	.....
" ... ... F.G....	Rs. 158 Jan.-Feb. 1895	Rs. 152 Jan.-Feb. 1895
" ... ... Good...	.....	.....
Belatee, ... Fine...	.....	.....
" ... ... F.G....	Rs. 153 Jan.-Feb. 1895	Rs. 151 to 152 Jan.-Feb. 1895
" ... ... Good...	.....	.....
Dhollera, ... Fine...	Rs. 174 Apl.-May 1895	Rs. 172 March.-Apl. 1895
" ... ... F.G....	" 164 " " "	" 162 " " "
" ... ... Good...	" 156 " " "	" 156 " " "
Bengals, ... Fine...	" 156 Jan.-Feb. "	" 158 Jan. "
" ... ... F.G....	" 140 " " "	" 138 Ready
" ... ... Good...	.....	.....
Dharwar (S.G.), ... Good...	.....	.....
Westerns ... ... Good...	.....	.....
Gingelly seed, White (per cwt.)...	Rs. 8-5-0 Ready	Rs. 8-2-0 Ready.
" Mixed " ...	" 8-0-0 "	" 7-7-0 "
Linseed, Bold " ...	" 7-15-6 "	" 8-0-0 "
" Small Seed " ...	.....	.....
Rapeseed, Gujerat Yelow " ...	Rs. 6-10-0 Ready	Rs. 6-14-0 Ready
" Brown Delhi " ...	" 6-3 0 "	" 6-3-0 "
" Yelow Cawnpore " ...	.....	.....
Poppy seed " ...	Rs. 9-11-0 Ready	Rs. 9-13-0 Ready
Groundnuts " ...	" 5-14-0 "	" 5-11-0 "
Castor seed, Bold Cawnpore " ...	.....	.....
" Ordinary Quality FA " ...	Rs. 4-12-6 Ready	Rs. 4-12-0 Ready
Wheat, White Pessy " ...	Rs. 4-5-0 91 % Ready.	" 4-5-0 91 % "
	" 4-2-0 85 " "	" 4-0-0 85 % "
" Jabalpur Pessy " ...	Rs. 4-0-0 Apl.-May	.....
" Ahmedabad (Soft Red) " ...	" 4-1-0 " "	Rs. 3-15-0 April-May
	..... 75 %	..... 75 % Ready
" Hard Yellow " ...	Rs. 3-12-6 63 % Ready	Rs. 3-12-0 63 % "
	" 3-10-6 50 % "	" 3-10-0 50 % "
" Delhi No. 1, White Pessy " ...	Rs. 4-1-6 "	" 4-2-6 Noml. "
" " Red " ...	" 3-15 6 "	" 4-1-6 " "
" Hard Red Khatha 75 % " ...	" 3-8-6 "	" 3-8-0 "
" Nagpore Khathi " ...	" 3-13-6 "	" 4-0-0 "
Opium, (Malwa) per chest, Old	" 1,325	" 1,350
" " " New	" 1,260	" 1,310
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal.	£0 17s. 6d.	£0 18s. 9d.
" Seeds & Wheat " ...	£0 16s. 6d.	£0 17s. 6d.
London—M'ment cargo, P. & O. Co. " ...	£1 3s. 9d.	£1 3s. 9d.
" Seeds & Wheat do. " ...	£0 16s. 3d.	£0 16s. 3d.
" M'ment cargo, " ...	£0 18s. 9d.	£1 0s. 0d.
" Seeds and Wheat " ...	£0 17s. 6d.	£0 18s. 9d.
Havre—M'ment cargo " ...	£0 17s. 6d.	£0 17s. 6d.
" Seeds and Wheat " ...	£0 17s. 0d.	£0 17s. 0d.
Antwerp—M'men' cargo " ...	£0 17s. 6d.	£0 18s. 9d.
" Seeds and Wheat " ...	£0 17s. 0d.	£0 17s. 6d.
Hull " ...	£0 18s. 0d.	£0 18s. 0d.
Dunkirk " ...	£0 17s. 0d.	.....
Trieste & Venice—M'ment cargo " ...	£0 0s. 0d.	£1 1s. 3d.
" " Seeds & Wheat " ...	£0 18s. 0d.	£1 0s. 0d.
Marseilles—M'ment cargo " ...	£0 16s. 3d.	£0 16s. 3d.
" Seeds & wheat " ...	£0 15s. 6d.	£0 15s. 6d.
Genoa—M'ment cargo " ...	£0 18s. 6d.	.....
" Seeds & Wheat " ...	£0 17s. 0d.	.....
China Steamer (P. & O.)	Rs. 6 to Rs. 8	Rs. 6 to Rs. 8
Japan " (P. & O.)	" 2	" 2
Australia	" 25 to " 35	" 25 to " 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 21st December.	Week ending 28th December.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 0 29/32d.	1s. 0 ½d.
„ „ Sight	1s. 0 15/16d.	1s. 0 ½d.
„ „ 3m'ths' „	1s. 0 31/32d.	1s. 0 15/16d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
First-class Credits... 3 „ „	1s. 1d.	1s. 1d.
„ „ ... 4 „ „	.....	.....
„ „ ... 6 „ „	1s. 1 1/16d.	1s. 1 1/16d.
Documents ... 3 „ „	1s. 1 1/32d.	1s. 1 1/32d.
„ ... ... 4 „ „	.....	.....
„ ... ... 6 „ „	1s. 1 3/32d.	1s. 1 3/32d.
Paris Francs Mercantile Bills... 3 „ „	1·36¾	1·36¾
„ „ 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer...	100 3/32	100 1/16
On China Mer'tile Bills 30 days' Sight.	Hongkong Rs. 186 per 100$; Shanghai Rs. 250 per 100 Taels; Japan Rs. 186 per 100$.	Hongkong, Rs. 185 per 100 $; Shanghai Rs. 250 per 100 Taels; Japan Rs. 185 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 29-7-0	Rs. 29-9-0
Sovereigns	„ 18-7-0	„ 18-9-0
Bar Silver	„ 90-12-0 rdy. Rs 90-10-0 fd.	„ 91-4-0 rdy; Rs. 90-12-0 fd
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	4 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities	3 „	3 „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 103⅜	Rs. 103⅜
IMPORTS.		
Piece Goods— Market	Steady.	Steady.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 3-4-0	Rs. 3-4-0
7½ to 8½ lbs. „ „ „	„ 3-14-0	„ 3-15-0
2½ to 3 lbs. 28-30 in. Madapollams „	„ 1-14-0	„ 1-14-6
No. 40s. Mule Twist, (per lb.) ...	As. 8½ to 9½	As. 8½ to 9½
No. 30s. Water „ „ ...	„ 8 to 9	„ 8 to 9
Copper Braziers, (in bundles) (per cwt.)	Rs. 48-4-0	Rs. 48-4-0
Yellow Metal, (in cases) (per cwt.)	„ 39-8-0	„ 39-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 32-0-0	Rs. 32-0-0
Staffordshire Bar Iron, „ „ ...	„ 34 to Rs. 35	„ 34 to Rs. 35
Swedish Bar Iron, „ „ ...	„ 47 to „ 49	„ 47 to Rs. 49
Davison's West Hartley Coal, (per ton) alongside.	(Ready.) (Forward.) Rs. 16¾ Rs. 16¼	(Ready.) (Forward.) Rs. 16¼ Rs. 15¾
Welsh Hartley Coal, (per ton) „	... „ 16	....
Cardiff Coal, (per ton) „	Rs. 18½ „ 17½	Rs. 18½ Rs. 17½
EXPORTS.		
Cotton— Market (Full-pressed; per candy of 784 lbs.)	Quiet, but fairly steady.	Rather steadier.
Broach, ... Fine...	Rs. 184 March; Rs. 182 April	Rs. 186 Forward.
Do. ... ... F.G....	.....	.....
Do. ... ... Good..	„ 178 to 179 March.	Rs. 181 Forward.
Barsee, ... F.G....	.....	.....
Do. ... ... Good..	.....	.....

mittee of the Chamber of Commerce during the Year 1894—*contd.*

Quotations.	Week ending 21st December.	Week ending 28th December.
EXPORTS—*contd.*		
Cotton—		
[Full-pressed; per candy of 784 lbs.]		
Oomrawuttee, Good Staple, ... Fine...	.....	.....
„ „ ... F.G....	Rs. 157 Feb.-Mar.	Rs. 158 Jan.-Feb.
„ „ ... Good...	.....	.....
Khandeish, ... Fine...	.....	.....
„ ... ... F.G....	Rs. 150 Jan.-Feb.	Rs. 151 Jan.-Feb.
„ ... ... Good...	.....	.....
Belatee, ... Fine...	.....	.....
„ ... ... F.G....	.....	.....
„ ... ... Good...	.....	.....
Dhollera, ... Fine...	Rs. 170 Mar.-Apl:	„ 172 Mar.-April.
„ ... ... F.G....	„ 160 „ „	„ 162 „ „
„ ... ... Good...	.....	„ 156 „ „
Bengals, ... Fine...	Rs. 156 Nominal Jan.-Feb.	„ 159 Ready.
„ ... ... F.G....	„ 139 to 140 „ „	„ 144 „
„ ... ... Good...	.....	.....
Dharwar (S.G.), ... Good...	.....	.....
Westerns, ... Good ..	....	....
Gingelly seed, White (per cwt.)..	Rs. 8-2-0 Ready	„ 8-1-0 Ready
„ Mixed „ ..	„ 7-7-0 „	„ 7-7-0 „
Linseed, Bold „ ..	.....	„ 8-0-6 „
„ Small Seed „ ..	.....	.....
Rapeseed, Gujerat Yellow „ ..	Rs. 6-10-0 Ready	Rs. 6-8-0 Ready
„ Brown Delhi „ ...	„ 6-1-0 „	„ 6-1-0 „
„ YellowCawnpore „ ...	.....	....
Poppy seed „ ..	Rs. 9 14-0 Ready	Rs. 9-15-0 Ready
Groundnuts „ ..	.....	„ 5-13-0 „
Castor seed, Bold Cawnpore „ ..	....	.....
„ Ordinary, Quality F.A. „ ..	.....	Rs. 4-9-0 Ready
Wheat White Pessy „ ..	Rs. 4-4-0, 91 % Ready „ 4-0-0, 85 „ „	„ 4-4-0 91 % „ „ 4-2-0 85 „ „
„ Jabalpur Pessy „ ..	....	....
„ Ahmedabad (Soft Red) „ ..	Rs. 3-15-0 April.-May.	Rs. 4-0-0 April-May.
„ Hard Yellow „ ..	..... 75 % Rs. 3-9-0 63 „ Ready. „ 3-8-0 50 „ „	..... 75 % Rs. 3-9-0 63 „ Ready „ 3-7-0 50 „ „
„ Delhi No. 1, White Pessy, „ ..	Rs. 4-2-0 April-May.	Rs. 4-8-0 „
„ „ Red „ ..	....	.....
„ Hard Red Khatha 75 % „ ...	Rs. 3-9-0 Ready	Rs. 3-7-6 Ready
„ Nagpore Khathi „ ..	„ 3-12-0 April-May.	„ 3-12-0 April-May.
Opium, (Malwa) per chest, Old	„ 1,350	„ 1,350
„ „ „ New	„ 1,310	„ 1,325
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 feet). via Suez Canl	£0 19s. 0d.	£1 0s. 0d.
„ Seeds & Wheat „ ..	£0 18s. 0d.	£0 17s. 6d.
London—M'ment cargo, P. & O. Co. „ ..	£1 10s. 0d.	£1 10s. 0d.
„ Seeds & Wheat do. „ ..	£0 16s. 3d.	£0 16s. 3d.
„ Measurement cargo „ ..	.. ..	.....
„ Seeds and Wheat „ ..	.....	....
Havre—Measurement cargo „ ..	....	.....
„ Seeds, and Wheat „ ..	....	.....
Antwerp—Measurement cargo „ ...	£0 17s. 6d.	£0 17s. 6d.
„ Seeds and Wheat „ ..	£0 17s. 0d.	£0 17s. 0d.
Hull „ ..	£0 18s. 0d.	£0 18s. 6d.
Dunkirk „ ..	.....	.....
Trieste & Venice—Measurement cargo „ ..	£1 2s. 0d.	£1 2s. 0d.
„ „ Seeds & Wheat „ ..	£1 0s. 0d.	£1 1s 0d.
Marseilles—Measurement cargo „ ...	£0 16s. 3d.	£0 16s. 3d.
„ Seeds & Wheat „ ..	£0 15s. 6d.	£0 16s. 0d.
Genoa—Measurement cargo „ ..	.....	.....
„ Seeds & Wheat „ ...	.....	....
China Steamer [P. & O.]	Rs. 6 to Rs. 8	Rs. 6 to Rs 8
Japan „ „	„ 2	„ 2
Australia	„ 25 to „ 35	„ 25 to „ 35

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894.

From 1st to 5th January 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	2,40,826	71,859	.....	23,13,325	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	50,000	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	10,450	30,144	.....	.....	23,300	1,54,568	5,160
Total	2,51,276	1,02,003	.....	23,63,325	23,300	1,54,568	5,160

From 6th to 12th January 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	40,500	1,52,000	.....	29,78,870	.....	2,560	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	96,057	.....	.....	.....	.....	1,618	.....
OTHER PORTS	4,100	1,23,715	9,018	1,29,775	70,798	3,13,271	6,138
Total	1,40,657	2,75,715	9,018	31,08,645	70,798	3,17,449	6,138

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 13th to 19th January 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	16,125	.....	30,32,550	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	3,500	20,970	.....	.....	57,878	2,62,650	.....
Total	3,500	37,095	.....	30,32,550	57,878	2,62,650	.....

From 20th to 26th January 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half-Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	30,87,747	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	272	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	1,01,799	17,741	.....	.....	.....	.....	.....
OTHER PORTS	10,768	1,67,615	5,487	.....	1,79,295	2,53,416	24,862
Total	1,12,567	1,85,628	5,487	30,87,747	1,79,295	2,53,416	24,862

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 27th January to 2nd February 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	1,60,434	.....	.....	14,51,476	.....	.....	.....
CONTINEN OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	50,754	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	12,225	33,148	3,981	.....	56,935	65,555	3,113
Total	1,72,659	33,148	3,981	15,02,230	56,935	65,555	3,113

From 3rd to 9th February 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	2,88,167	49,600	.....	29,05,162	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	1,89,310	34,255	.....	.....	.....	13,754	.....
OTHER PORTS	1,955	43,269	6,446	.....	58,230	2,91,762	13,593
Total	4,79,432	1,27,124	6,446	29,05,162	58,230	3,05,516	13,593

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 10th to 16th February 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	3,32,037	1,61,875	.....	25,06,638	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	21,600	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	13,340	31,389	.....	.....	33,041	2,12,300	.....
Total.....	3,45,377	1,93,264	.....	25,06,633	54,641	2,12,300	.....

From 17th to 23rd February 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	80,500	.....	.....	18,84,410	.....	2,200	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	98,243	.....	.....	.....
CHINA—							
Hongkong and Shanghai	2,90,321	1,700	.....	.....	.....	22,560	.....
OTHER PORTS	19,300	1,04,058	1,800	65,000	37,545	3,81,731	14,910
Total.....	3,90,121	1,05,758	1,800	20,47,653	37,545	4,06,491	14,910

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 24th February to 2nd March 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	19,18,652	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	13,310	.....	.....	.....	.....	.....	.....
OTHER PORTS	1,824	72,460	2,240	.....	77,554	1,19,787	11,328
Total	15,134	72,460	2,240	19,18,652	77,554	1,19,787	11,328

From 3rd to 9th March 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	26,06,466	.....	2,080	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	1,37,201	3,655	.....	.....	.....	10,080	.....
OTHER PORTS	13,708	20,379	2,400	.....	29,415	1,42,230	6,146
Total	1,50,909	24,034	2,400	26,06,466	29,415	1,54,390	6,146

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 10th to 16th March 1894

FROM	GOLD.			SILVER.			
		COIN.			COIN		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	.....	.....	.....	10,72,722	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	4,137	64,247	7,771	.....	15,613	74,932	.....
Total	4,137	64,247	7,771	10,72,722	15,613	74,932	.....

From 17th to 21st March 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	8,72,648	.....	.....	23,49,827	.....	2,758	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	1,67,028	1,700	.....	.....	.....	13,790	.....
OTHER PORTS	2,118	76,437	9,288	.....	46,559	1,21,786	6,990
Total	10,41,794	78,137	9,288	23,49,827	46,559	1,38,334	6,990

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 22nd to 30th March 1894.

FROM	GOLD.			SILVER.			
		COIN.			GOLD.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	2,70,466	.....	.....	15,23,048	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	1,36,566	.....	.....	.....	.....	.....	.....
OTHER PORTS	5,579	10,316	610	.....	4,015	2,34,375	380
Total	4,12,611	10,316	610	15,28,048	4,015	2,34,375	380

From 31st March to 6th April 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	87,257	.....	.....	42,916	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	81,837	1,700	.....	.....	.....	.....	.....
OTHER PORTS	38,899	92,828	1,726	.....	66,881	1,51,559	31,712
Total	2,07,993	94,528	1,726	42,916	66,881	1,51,559	31,712

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 7th to 12th April 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	4,96,813	.....	.....	10,00,288	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	7,571	.....
OTHER PORTS	16,856	1,54,210	20,656	.....	67,214	1,00,639	591
Total	5,13,669	1,54,210	20,656	10,00,288	67,214	1,08,210	591

From 13th to 20th April 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	6,19,988	.....	.....	10,50,043	.....	1,208	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	4,975	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	1,96,696	37,000	.....	.....	.....	36,015	.....
OTHER PORTS	2,879	1,11,718	13,128	.....	23,360	2,24,797	240
Total	8,24,538	1,48,718	13,128	10,50,043	23,360	2,62,020	240

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 21st to 27th April 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	440	.....	45,287	2,032	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	6,959	61,346	1,664	1,993	7,269	1,22,791	5,983
Total	6,959	61,786	1,664	47,280	9,301	1,22,791	5,983

From 28th April to 4th May 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	8,05,523	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	1,91,514	1,18,775	.....	.....	.....	.....	.....
OTHER PORTS	14,322	36,626	875	.....	113	1,67,058	636
Total	2,05,836	1,55,401	875	8,05,523	113	1,67,058	636

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 5th to 11th May 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	31,580	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	18,060	.....	.....	.....	.....	.....	.....
OTHER PORTS	11,842	54,821	3,610	.....	25,231	1,14,430	6,466
Total	29,902	54,821	3,610	31,580	25,231	1,14,430	6,466

From 12th to 18th May 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	4,88,228	159	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong Shanghai	1,84,818	1,800	.....	.....	.....	12,741	.....
OTHER PORTS	1,500	46,425	2,492	.....	34,570	1,42,895	14,309
Total	1,86,318	48,225	2,492	4,88,228	34,729	1,55,636	14,309

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 19th to 24th May 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rr.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	15,08,817	.....	.....	.....
CONTINXNT OF EUROPE—							
Trieste, Marseilles, &c,	.....	.....	89,453	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	11,424	92,684	6,303	.....	1,06,915	60,011	2,977
Total	11,424	92,684	95,756	15,08,817	1,06,915	60,011	2,977

From 25th to 31st May 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	6,32,383	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	1,73,030	1,850	.....	.....	.....	4,970	.....
OTHER PORTS	10,266	60,043	2,425	.....	7,452	79,592	.....
Total	1,83,296	61,893	2,425	6,32,383	7,452	84,562	.....

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 1st to 7th June 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	4,36,970	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	44,337	83,099	18,383	7,987	44,056	1,15,932	13,217
Total.....	44,337	83,099	18,383	4,44,957	44,056	1,15,932	13,217

From 8th to 14th June 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	9,00,478	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	2,10,415	29,700	.....	.....	.....	.....	.....
OTHER PORTS	12,512	1,22,608	1,657	.....	51,791	1,12,282	2,724
Total.....	2,22,927	1,52,308	1,657	9,00,478	51,791	1,12,282	2,724

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 15th to 21st June 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	6,61,989	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	1,340	.....	.....
OTHER PORTS	12,437	37,752	2,320	.....	.....	89,325	.....
TOTAL	12,437	37,752	2 320	6,61,989	1,340	89,325	.....

From 22nd to 28th June 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	22,13,105	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	1,17,588	1,819	.....	.....	.....	.....	.....
OTHER PORTS	55,891	18,397	1,210	.....	4,463	49,400	.....
Total	1,73,479	20,216	1,210	22,13,105	4,463	49,400	.....

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 29th June to 5th July 1894.

FORM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	30,203	84,274	14,088	.....	22,726	63,761	.....
Total...	30,203	84,274	14,088	.....	22,726	63,761	.....

From 6th to 12th July 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	34,81,318	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	3,21,273	.....	.....	.....
CNINA—							
Hongkong and Shanghai	1,14,020	.....	.....	.....	196	1,590	.....
OTHER PORTS	4,743	68,051	12,023	.....	6,603	1,37,736	.....
Total.....	1,18,763	68,051	12,023	38,02,591	6,799	1,39,326	.....

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 13th to 19th July 1894.

FROM	GOLD			SILVER			
		COIN,			COIN,		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars,	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	2,45,510	.....	.....	20,85,153	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	200	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	7,343	1,35,979	47,414	.....	75,656	163,093	.....
Total...	2,52,853	1,35,979	47,414	20,85,353	75,656	1,63,093	.....

From 20th to 26th July 1894.

FROM	GOLD.			SILVER.			
		COIN,			COIN,		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars,	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	150,550	.....	.....	21,94,747	.....	430	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	1,27,715	.....	.....	.....	.....	3,000	.....
OTHER PORTS	8,757	1,09,094	87,420	.....	24,879	95,966	.....
Total.....	2,87,022	1,09,094	87,420	21,94,747	24,879	99,396	.....

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 27th July to 2nd August 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	94,600	.....	.....	11,57,142	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	39,040	84,910	6,186	.....	43,330	1,02,211	660
Total	1,33,640	84,910	6,186	11,57,142	43,330	1,02,211	660

From 3rd to 9th August 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	94,850	.....	.....	3,53,126	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	76,507	.....	.....	.....	.....	67,570	.....
OTHER PORTS	20,060	13,189	2,758	17	801	1,80,473	41
Total	1,91,417	13,189	2,758	3,53,143	801	2,48,043	41

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 10th to 16th August 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	92,620	.....	.....	19,27,646	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	708	34,044	825	.....	.....	92,345	20
Total	93,328	34,044	825	19,27,646	.....	92,345	20

From 17th to 23rd August 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	1,81,871	.....	.....	29,24,996	52	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	4,768	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	253,786	.....	.....	.....
CHINA—							
Hongkong and Shanghai	42,613	.....	.....	.....	.....	79,120	.....
OTHER PRTS	11,758	70,708	19,386	.....	35,989	76,053	350
Total	2,41,010	70,708	19,386	31,78,782	36,041	1,55,173	350

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 24th to 30th August 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	88,000	.....	.....	28,55,631	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shangai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	21,578	36,384	3,040	.....	1,100	47,895	33
Total	1,09,578	36,384	3,040	28,55,631	1,100	47,895	33

From 31st August to 6th September 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	44,531	15,50,577	.....	.....	.....
CONTINENT OF EUROPE							
Trieste, Marseilles, &.	.....	.....	.....	53,171	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	3,00,395	.....	.....	.....
CHINA—							
Honkong and Shanghai	14,361	.....	.....	.....	.....	7,930	.....
OTHER PORTS	48,836	67,610	16,828	.....	55,670	1,14,486	395
Total	63,197	67,610	61,359	19,04,143	55,670	1,22,416	395

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 7th to 12th September 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	17,12,543	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	12	.....	.....
OTHER PORTS	908	56,289	13,192	351	28,957	68,137	26
Total	908	56,289	13,192	17,12,894	28,969	68,137	26

From 13th to 19th September 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	45,200	.....	.....	20,32,886	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	6,077	.....	.....	.....	.....	21,668	.....
OTHER PORTS	21,101	40,908	3,016	.....	28,095	58,373	12
Total	72,378	40,908	3,016	20,32,886	28,095	80,041	12

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 20th to 28th September 1894.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	13,04,215	.....	.....	28
Continent of Europe—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
United States—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
China—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
Other Ports	9,850	63,354	5,984	.....	14,945	1,00,046	58
Total	9,850	63,354	5,984	13,04,215	14,945	1,00 046	86

From 29th September to 5th October 1894.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	2,09,780	.....	12,59,725	.....	.....	.....
Continent of Europe—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
United States—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
China—							
Hongkong and Shanghai	49,729	72,000	.....	.....	.....	.....	.....
Other Ports	29,674	39,214	.....	.....	.....	41,642	8
Total	79,403	3,20,994	.....	12,59,725	.....	41,642	8

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 6th to 12th October 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	4,55,110	2,79,312	.....	3,29,094	50	.....	435
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	4,145	37,113	1,356	.....	85	60,000	202
Total	4,59,255	3,16,425	1,356	3,29,094	135	60,000	637

From 13th to 19th October 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	15,53,706	2,33,718	.....	4,79,965	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	1,35,937	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	36,085	19,800	.....	.....	.....	32,280	.....
OTHER PORTS	14,702	67,885	11,077	.....	41,329	66,157	1,967
Total	16,04,493	3,21,403	1,47,614	4,79,965	41,329	98,437	1,967

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 20th to 25th October 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	90,856	.....	.....	6,14,889	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	9,004	.....	.....	.....	.....	.....	.....
OTHER PORTS	8,074	60,550	.....	.....	3,473	21,180	3
Total...	1,07,934	60,550	.....	6,14,889	3,473	21,180	3

From 26th October to 2nd November 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	90,000	.....	3,30,738	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	43,199	.....	.....	.....	.....	10,846	.....
OTHER PORTS	7,189	43,909	3,918	.....	16,250	1,02,453	60
Total.....	50,388	133,909	3,918	3,30,738	16,250	1,13,299	60

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 3rd to 9th November 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	95,127	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	81,562	2,900	1,02,434	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	46,156	42,889	867	148	38,650	53,750	527
Total	46,156	1,24,451	3,767	1,97,709	38,650	53,750	527

From 10th to 16th November 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	2,72,984	.....	.....	6,76,261	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	16,341	35,180	4,801	.....	18,994	46,201	11
Total	2,89,325	35,180	4,801	6,76,261	18,994	46,201	11

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 17th to 23rd November 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	3,31,596	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	92,103	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melboure, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	18,060	.....	.....	.....	.....	39,420	.....
OTHER PORTS	2,125	37,369	.....	.....	12,019	59,752	1
Total	20,185	37,369	92,103	3,31,596	12,019	99,172	1

From 24th to 30th November 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	15,46,091	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	1,60,405	.....	.....	.....
CHINA—							
Hongkong and Shanghai	13,552	1,980	.....	.....	.....	.....	.....
OTHER PORTS	6,756	46,954	604	.....	18,192	74,454	30
Total	20,308	48,934	604	17,06,496	18,192	74,454	30

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*contd.*

From 1st to 7th December 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	3,45,712	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	28,531	.....
OTHER PORTS	41,542	70,974	1,147	.....	52,650	73,983	34
Total	41,542	70,974	1,147	3,45,712	52,650	1,02,514	34

From 8th to 14th December 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	12,37,328	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	1,36,310	.....	.....	.....
CHINA—							
Hongkong and Shanghai	14,021	.....	.....	.....	.....	24,273	.....
OTHER PORTS	456	32,359	525	.....	6,175	2,06,597	884
Total	14,477	32,359	525	13,73,638	6,175	2,30,870	884

Total Imports of Treasure from Foreign Countries into Bombay during the year 1894—*concld.*

From 15th to 21st December 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	4,86,218	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	13,990	1,092	43	.....	1,14,445	4
Total	.....	13,990	1,092	4,86,261	.....	1,14,445	4

From 22nd to 31st December 1894.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	6,69,756	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, &c.	.....	.....	.....	3,15,973	.....	.....	.....
CHINA—							
Hongkong and Shanghai	30,203	.....	.....	.....	.....	.....	.....
OTHER PORTS	1,216	13,288	3,582	.....	52	1,73,454	16
Total	31,419	13,288	3,582	9,85,729	52	1,73,454	16
Grand Total (from 1st January to 31st December 1894)	1,05,12,321	48,69,190	7,52,143	7,34,84,233	17,01,554	70,04,280	1,77,280

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened in the Official Years 1853-54 *to* 1893-94.

YEAR.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1853-54	71	19,295,139	1,483,296	20,778,435
1854-55	170	18,927,222	1,267,033	20,194,255
1855-56	272¾	23,040,000	601,177	23,641,177
1856-57	288¼	25,340,000	1,253,426	26,593,426
1857-58	428½	27,460,000	822,438	28,282,438
1858-59	626¼	29,860,000	669,427	30,529,427
1859-60	839¼	27,960,000	929,007	28,889,007
1860-61	1587½	32,970,000	1,119,549	34,089,549
1861-62	2335¾	36,320,000	683,355	37,003,355
1862-63	2550	*47,860,000	1,111,140	48,971,140
1863-64	2966¾	*65,625,000	1,270,435	66,895,435
1864-65	3372¾	*68,025,000	1,444,775	69,469,775
1865-66	3568¾	*65,490,000	2,165,352	67,655,352
1866-67	3936¼	41,860,000	2,431,503	44,291,503
1867-68	4016¼	50,875,000	1,571,946	52,446,946
1868-69	4294¾	53,060,000	1,395,580	54,455,580
1869-70	4775	52,470,000	1,042,353	53,512,353
1870-71	5077¼	55,335,000	2,220,765	57,555,765
1871-72	5370¼	63,190,000	1,495,642	64,685,642
1872-73	5695	55,230,000	1,308,579	56,538,579
1873-74	6227¾	54,980,000	1,958,512	56,938,519
1874-75	6519	56,360,000	1,625,309	57,985,309
1875-76	6833	56,210,000	2,200,236	58,410,236
1876-77	7322¼	61,013,000	4,029,898	65,042,898
1877-78	8212	65,222,000	2,210,995	67,432,995
1878-79	8492¾	60,937,000	3,982,228	64,919,228
1879-80	9308	67,210,000	2,035,147	69,245,147
1880-81	9892	74,541,000	1,440,400	75,981,400
1881-82	10145½	81,966,000	1,099,700	83,065,700
1882-83	10780¼	83,485,000	1,041,800	84,526,800
1883-84		88,076,400	1,008,500	89,084,900
1884-85	12000½	83,170,100	1,968,900	85,139,300
1885-86	12375¼	83,861,200	1,108,200	84,969,400
1886-87	13386	88,481,000	1,720,400	90,201,400
1887-88	14377	90,543,600	1,604,600	92,148,200
1888-89	15242¼	97,060,200	1,784,400	98,844,600
1889-90	16092½	103,448,700	1,906,300	105,355,000
1890-91	16996	100,215,000	2,123,200	102,338,200
1891-92	17564	108,178,000	3,286,700	111,464,700
1892-93	18042	106,574,700	6,958 900	113,533,600
1893-94	18500	106,514,800	4,100,200	110,615,000

* Exports abnormally high owing to the American Civil War.

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened in the Official Years 1853-54 *to* 1893-94.

YEAR.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1853-54	71	10,070,863	4,871,956	19,942,819
1854-55	170	12,742,671	2,028,256	14,770,927
1855-56	272¾	13,945,000	11,301,288	25,246,288
1856-57	288¼	14,195,000	14,413,697	28,608,697
1857-58	428½	15,275,000	15,815,436	31,090,436
1858-59	626¼	21,730,000	12,817,071	34,547,071
1859-60	839¼	24,265,000	16,356,963	40,621,963
1860-61	1587¾	23,495,000	10,677,077	34,172,077
1861-62	2335¾	22,320,000	14,951,985	37,271,985
1862-63	2550	22,630,000	20,508,967	43,138,967
1863-64	2966¾	27,145,000	22,962,581	50,107,581
1864-65	3372¾	28,150,000	21,363,325	49,513,325
1865-66	3568¾	29,600,000	29,577,301	59,157,301
1866-67	3936¼	29,040,000	13,236,905	42,276,905
1867-68	4016¼	35,705,000	11,775,374	47,480,374
1868-69	4294¾	35,990,000	15,155,954	51,145,954
1869-70	4775	32,925,000	13,954,807	46,879,807
1870-71	5077¼	34,470,000	5,444,823	39,914,823
1871-72	5370¼	32,090,000	11,573,813	43,663,813
1872-73	5695	31,875,000	4,556,585	36,431,585
1873-74	6227¾	33,835,000	5,792,534	39,627,534
1874-75	6519	36,220,000	8,141,047	44,361,047
1875-76	6833	38,515,000	5,300,722	43,815,722
1876-77	7322¼	37,440,000	11,436,120	48,876,120
1877-78	8212	41,464,000	17,355,459	58,819,459
1878-79	8492¾	37,801,000	7,056,748	44,857,748
1879-80	9308	41,172,000	11,654,894	52,826,894
1880-81	9892	53,086,800	8,997,200	62,084 000
1881-82	10145½	49,113,000	11,322,800	60,435,800
1882-83	10780¼	52,098,700	13,453 400	65,552,100
1883-84		55,299,000	12,877,900	68,176,900
1884-85	12000¼	55,701,600	13,888,200	69,589,800
1885-86	12375¼	55,652,000	15,467,000	71,119,000
1886-87	13386	61,812,000	11,048,300	72,860,300
1887-88	14377	65,001,500	13,812,500	78,817,000
1888-89	15242¼	69,437,700	13,845,000	83,282,700
1889-90	16092⅓	69,199,400	17,454,500	86,653,900
1890-91	16996	71,975,800	21,934,500	93,910,300
1891-92	17564	69,427,600	14,722,600	84,150,200
1892-93	18042	66,278,600	17,009,800	83,288,400
1893-94	18500	77,026,100	18,461,200	95,487,300

APPENDIX RR—*contd.*

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1888-89 *to* 1893-94.

—	1888-89.	1889-90.	1890-91.	1891-92	1892-93.	1893-94.
IMPORTS—						
Merchandise, Private.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal	25,70,20,964	25,13,15,709	26,08,03,178	25,34,65,003	23,22,52,663	29,20,00,829
Bombay	26,50,56,459	26,42,49,034	27,54,34,525	25,75,61,561	25,28,29,327	29,30,68,303
Sindh	3,56,29,925	3,38,48,172	3,70,25,206	3,97,22,851	3,41,67,977	4,22,16,840
Madras	5,79,17,371	6,16,63,218	6,21,92,751	6,00,38,960	5,24,83 961	6,04,64,336
British Burmah	5,00,51,321	5,45,43,948	5,48,97,390	5,50,38,022	5,44,49,904	5,18,65,888
Total...	66,56,76,040	66,56,20,081	69,03,53,050	66,58,26,317	62,61,83,832	73,96,16,196
Ditto. Government Stores	2,87,01,491	2,63,73,681	2,94 04,704	2,84,49,262	3,66,02,390	3,06,44,748
Total Merchandise...	69,43,77,531	69,19,93,762	71,97,57,754	69,42,75,659	66,27,86,222	77,02,60,944
Treasure, Private.						
Bengal	1 41,66,279	1,18,32,324	3,91,84,486	3,35,99,849	2,26,10,216	1,83,63,817
Bombay	12,10 87,779	15,86,74,387	17,58,17,256	11,01,59,503	14,47,38,337	15,70,85,980
Sindh	17,64,950	11,91,720	8,48,227	11,18,905	13,78,440	59,76,399
Madras	13,65,131	27,11,031	32,39,066	21,77,668	11,65,334	18,94,166
British Burmah	65,110	1,33,575	1,05,841	1,70,696	2,05,714	9,32,202
Total...	13,84,49,249	17,45,43,037	21,91,94,876	14,72,26,621	17,00,98,101	18.42,52,564
Ditto. Government	.....	2,000	1,50,000	.....	.....	3,00,000
Total Treasure...	13,84,49,249	17,45,45,037	21,93,44,876	14,72,26,621	17,00,98,101	18,46,12,564
Grand Total of Imports...	83,28,26,780	86,65,38,799	93,91,02,630	84,15,02,280	83,28,84 323	95,48,73,508
EXPORTS—						
Merchandise, Private. (Foreign Goods.)						
Bengal	13,07,262	16,20,199	15,30,691	19,22,143	26,58,380	16,42,474
Bombay	3,60,93,029	3,54,42,452	3,47,74,867	3,53,32,373	3,61,10,465	3,48,06,604

Sindh	51,13,284	51,72,756	52,52,434	65,21,555	61,29,631	67,30,814
Madras	5,45,451	4,43,107	5,29,056	5,45,783	6,35,582	8,65,034
British Burmah	2,99,758	2,89,847	2,94,484	5,33,127	3,09,079	3,04,054
Total...	4,33,58,784	4,29,68,361	4,23,81,532	4,48,54,981	4,58,43,137	4,43,48,980
(Indian Produce and Manufactures.)						
Bengal	37,69,18,532	39,51,11,012	37,10,62,075	39,74,87,871	41,34,91,410	41,80,63,748
Bombay	35,30,08,911	35,86,50,956	34,36,21,875	37,10,31,301	36,83,34,149	35,25,89,496
Sindh	3,31,02,022	4,50,71,406	4,18,20,144	6,69,03,795	3,51,65,876	6,15,78,078
Madras	10,27,12,598	11,45,26,228	10,66,14,564	9,98,33,978	11,06,18,609	11,58,29,671
British Burmah	6,07,87,933	7,75,23,729	9,57,34,126	10,02,92,132	9,16,98,748	7,21,80,774
Total...	92,65,29,996	99,08,83,331	95,88,52,784	1,03,55,49,077	1,01,93,08,792	1,02,02,41,767
Total Fgn. & Indian Merchandise exported.						
Bengal	37,82,25,794	39,67,31,211	37,25,92,766	39,94,10,014	41,61,49,790	41,97,06,222
Bombay	38,91,01,940	39,40,93,408	37,83,96,742	40,63,63,674	40,44,44,614	38,73,96,100
Sindh	3,82,15,306	5,02,44,162	4,70,72,578	7,34,25,350	4,12,95,507	6,83,08,892
Madras	10,32,58,049	11,49,69,335	10,71,43,620	10,03,79,761	11,12,54,191	11,66,94,705
British Burmah	6,10,87,691	7,78,13,576	9,60,28,610	10,08,25,259	9,20,07,827	7,24,84,828
Total...	96,98,88,780	1,03,38,51,692	1,00,12,34,316	1,08,04,04,058	1,06,51,51,929	1,06,45,90,747
Ditto. Government Stores	7,13,606	6,35,360	9,16,259	13,75,815	5,94,786	5,57,793
Total Merchandise...	97,06,02,386	1,03,44,87,052	1,00,21,50,575	1,08,17,79,873	1,06,57,46,715	1,06 51,48,540
Treasure, Private.						
Bengal	5,29,000	13,33,542	16,89,620	27,78,038	57,06,428	29,27,088
Bombay	1,45,51,370	1,56,67,905	1,68,30,711	2,67,14,222	6,12,95,658	3,52,68,431
Sindh	7,48,465	4,80,165	2,46,391	4,02,850	5,59,522	2,87,112
Madras	12,06,484	9,35,741	18,57,743	14,68,748	13,78,334	10,58,740
British Burmah	.....	1,845	94,600	68,000	3,50,000	7,66,000
Total...	1,70,35,319	1,84,19,198	2,07,19,065	3,14,31,858	6,92,89,942	4,02,47,371
Ditto. Government	8,08,500	6,44,020	5,12,720	14,35,000	2,99,295	7,54,550
Total Treasure...	1,78,43,819	1,90,63,218	2,12,31,785	3,28,66,858	6,95,89,237	4,10,01,921
Grand Total of Exports...	98,84,46,205	1,05,35,50,270	1,02,33,82,360	1,11,46,46,731	1,13,53,35,952	1,10,61,50,461

APPENDIX RR—*contd.*

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1891-92 *to* 1893-94.

ARTICLES.	Quantities.			Value.		
	1891-92.	1892-93.	1893-94.	1891-92.	1892-93.	1893-94.
				Rs.	Rs.	Rs.
Animals—Living ... ... No.	4,762	4,811	6,097	15,58,160	15,14,332	20,12,193
Apparel, &c. (Excluding Boots and Shoes) value.	.....	.....	.....	48,14,848	44,93,850	58,37,259
Arms, Ammunition, &c. (Excluding Dynamite) ,,	.....	.....	.....	4,48,766	4,23,198	4,96,997
Articles imported by Post ... ... ,,	.....	.....	.....	23,14,351	24,50,633	31,46,631
Building and Engineering Materials ... ,,	.....	.....	.....	5,39,190	3,87,092	5,44,123
Cabinetware and Furniture ... ... ,,	.....	.....	.....	6,26,843	4,65,947	5,98,204
Candles ... . lbs.	1,034,464	1,095,154	974,396	3,24,177	3,61,489	3,54,060
Clocks and Watches ... ... No.	116,601	83,905	128,063	9,09,670	7,07,460	9,94,712
Coal, Coke, and Patent Fuel ... ... tons.	555,775	496,304	419,169	89,92,824	85,28,001	71,52,566
Cotton—Raw ... ... cwts.	81,228	106,982	93,835	17,72,521	26,08,807	22,19,151
Cotton—Twist and Yarn ... ... lbs.	13,821,554	10,468,384	10,694,449	89,01,847	66,62,222	72,25,674
Do. Piece Goods ... ... yards.	571,777,016	546,790,975	635,053,559	7,58,22,518	6,86,71,624	8,63,22,936
Do. Shawls & Handkerchiefs ... No.	9,991,511	8,116,418	13,063,782			
Chemical Products and Preparations value.	.. ...	.....	.....	11,05,810	13,06,742	13,81,751
Dynamite and other Explosives ... ... cwts.	268	536	1,161	33,428	65,836	1,59,403
Drugs, Medicines & Narcotics (Excluding Tobacco) .. .. .. value.	....	.. ...	.....	20,66,638	21,09,233	23,76,244
Dyeing and Colouring Materials—Aniline and Alizarine Dyes.. ... . lbs.	49,14,987	5,373,245	5,365,362	38,55,508	43,76,326	44 29,064
,, Other Sorts .. .. cwts	18,398	17,904	19,798	9,25,200	9,78,608	12,19,602
Earthenware and Porcelain .. .. value.	.....	.. .	.....	8,49 284	8,84,246	8 74 227
Fireworks ... . ,,	.....	.....	.....	5,79,718	5,10,091	5,38,257
Glass and Glassware ... . ,,	.....	.....	.....	38,52,200	37,07,168	41,10,490
Gums & Resins (Excluding Cutch & Gambier) cwts.	60,932	57,550	81,376	8,56,835	8,33,078	10,59,648
Hardware and Cutlery ... . value.	....	.....	....	51,92,543	51,65,239	57,69,245
Hides and Skins .. .. No.	735,864	601,308	813,437	7,26,960	6,17,610	8,93,508
Instruments and Apparatus .. ... value.	.....	.....	.....	11,36,122	11,10,846	12,71,746
Ivory, Unmanufactured ... . lbs.	429,131	572,673	450,255	25,57,898	21,77,895	27,32,638
Do. Manufactured .. .. value.	.....	.....	...	201,889	1,7-,948	2,51,294
Jewellery, &c. .. .. ,,	.....	..	.. ...	19,58,965	26,35,358	24,90,119
Leather Unwrought, Saddlery, &c. ... ,,	.....	....	....	11,91,200	10,39,771	11,78,161
Do. (Boots & Shoes) ... ... Pairs.	131,800	118,602	137,213	4,43,856	4,70,103	5,21,983
Liquors—Ale, Beer, and Porter ... gallons.	878,790	710,909	721,991	11,20,825	8,99,825	8,85,214
Do. Spirits ... . ,,	293,137	302,206	316,591	20,27,161	19,47,916	21,44,996
Do. Wines and Liqueurs ... .. ,,	135,085	115,076	150,977	10,27,614	9,29,966	10,84,377

Liquors—Others sorts	,,	468	516	540	1,578	1,609	1,609
Machinery and Millwork	value.	.....	.....	.....	89,56,606	1,21,09,749	1,06,04,069
Matches, Lucifer and other	,,	.....	.....	.....	10,86,949	10,73,303	13,08,584
Metals—Brass	cwts.	5,681	5,978	5,842	3,36,460	3,23,084	3,00,958
Do. Copper	,,	143,755	136,111	165,272	63,75,254	61,67,034	74,04,059
Do. Mixed or Yellow Metal ...	,,	116,714	134,739	137,478	43,95,825	51,54,729	50,58,007
Do. Iron	,,	1,139,591	1,127,388	1,183,457	66,93,396	72,09,991	75,75,550
Do. Lead	,,	23,818	22,433	18,613	2,56,929	2,27,196	2,01,572
Do. Quicksilver	lbs.	109,815	153,707	137,963	1,67,776	2,19,138	1,92,419
Do. Steel	cwts.	326,358	228,293	312,312	19,56,582	14,58,271	20,46,432
Do. Tin	,,	11,333	12,523	14,932	7,46,803	9,79,878	10,74,410
Do. Zinc or Spelter	,,	40,728	42,270	37,141	6,37,969	6,54,239	5,37,197
Do. Other sorts	,,	2,811	2,687	3,824	3,08,876	2,35,081	3,60,551
Oil—Kerosine	gallons.	12,591,180	14,884,855	24,189,113	62,59,970	76,58,930	1,14,42,524
Do. other sorts	,,	709,908	892,544	1,031,979			
Paints and Colours (excluding Painters' Materials)	cwts.	63, 449	92,894	74,158	9,95,899	9,31,289	10,96,262
Paper and Pasteboard	value.	.....	.....	.....	25,27,432	22,54,598	28,46,793
Perfumery, other than Musk	,,	.....	.....	.....	1,94,786	2,34,660	2,13,587
Provisions	,,	.....	.....	.....	69,24,783	64,56,555	71,93,253
Railway Plant and Rolling Stock ...	,,	.....	.....	.....	52,59,707	56,56,130	59,30,914
Silk—Raw	lbs.	2,371,510	1,932,492	2,593,948	10,571,865	79,16,725	1,13,85,910
Do. Piece Goods (including silk mixed with other materials)	yards	9,257,110	10,285,757	10,570,714	94,71,676	1,07,69,554	1,05,57,540
Spices	lbs.	13,210,456	8,579,694	13,218,640	23,97,126	17,85,242	24,88,928
Sugar, refined and unrefined	cwts.	1,178,222	1,272,767	1,381,385	1,41,57,823	1,81,63,786	1,89,39,127
Tea	lbs.	5 850,708	5,543,723	7,331,238	42,53,588	42,62,049	55,72,270
Tobacco, Cigars, &c.	,,	336,915	369,923	419,701	3,95,399	4,63,229	4,91,963
Umbrellas	No.	1,061,549	1,231,031	1,474,477	10,72,790	12,05,773	14,51,587
Wool—Raw	lbs.	2,618,551	2,940,498	3,280,760	7,25,336	8,50,526	10,46,578
Woollen Piece Goods	yards.	6,430,435	5,443,668	8,336,469	62,58,404	53,56,602	78,02,677
All other Articles	value.	.....	.....	.....	1,50,39,780	1,32,96,011	1,61,72,332
Total Value...		.....	.....	.....	25,71,63,036	25,22,43,422	29,26,24,135
Treasure—Gold	Tolas...	1,456,766	555,568	1,020,540	3,15,48,579	1,35,27,484	2,52,71,866
Do. Silver...	,, ...	75,261,894	124,313,211	138,355,656	7,86,10,924	13,12,09,913	13,18,14,114
Total Treasure...		76,718,660	124,868,779	139,376,196	11,01,59,503	14,47,37,397	15,70,85,980
Grand Total Rs ...		.....	.....	.....	36,73,22,539	39,69,80,819	44,97,10,115

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1891-92 *to* 1893-94.

ARTICLES.	Quantities.			Value.		
	1891-92.	1892-93.	1893-94.	1891-92.	1892-93.	1893-94.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	21,498	15,681	13,345	12,50,358	854,461	8,47,348
Coir, unmanufactured & manufactured (Excluding Ropes) ... ... „	54,794	33,324	32,346	4,35,681	2,62,839	2,61,760
Cotton—Raw ... ... „	3,544,054	3,861,497	3,716,852	8,53,61,852	10,37,01,509	10,44,70,974
Do. Twist and Yarn ... ... lbs.	155,351,563	170,786,529	125,467,827	5,55,55,451	6,14,08,869	4,65,05,412
Do. Piece Goods ... ... yards.	58,336,155	62,537,232	53,984,920	73,00,109	78,69,227	69,72,929
Do. Shawls and Handkerchiefs... No.	145,244	178,273	226,408			
Dyeing and Colouring Materials (Including Cutch, Gambier & Lac)—						
Indigo ... ... cwts.	5,489	14,838	9,823	10,89,166	35,23,243	25,20,727
Myrabollams ... ... „	549,220	507,870	697,775	29,04,330	27,03,718	36,80,055
Other Sorts ... ... „	22,879	27,490	30,672	2,67,150	3,43,935	3,90,642
Grain and Pulse—						
Rice not in the Husk ... ... „	597,748	716,024	510,672	32,33,932	39,91,092	27,28,456
Wheat ... ... „	14,430,808	8,174,360	4,700,180	7,27,85,684	4,25,46,144	2,12,92,459
Other Sorts ... ... „	1,578,539	1,108,728	757,485	52,15,264	40,24,849	26,60,803
Hides and Skins—						
Hides ... ... No.	213,190	183,096	103,083	9,02,801	8,60,877	4,99,366
Skins ... ... „	3,829,849	3,786,012	4,028,289	48,23,015	45,47,215	56,75,341
Oils ... ... gals.	120,885	170,950	226,609	3,56,491	5,88,075	7,07,546
Opium ... ...chests.	30,786	27,237	27,246	3,54,74,693	3,26,99,811	3,17,88,221
Provisions ... ... value.	.....	.....	.....	47,85,041	46,88,316	56,76,611
Seeds—						
Linseed ... ... cwts.	4,891,683	3,718,966	4,769,079	3,20,14,480	2,70,51,903	3,54,43,998
Rape ... ... „	1,334,319	2,165,835	4,352,593	95,97,534	1,45,34,389	2,90,08,167
Gingelly ... ... „	1,397,489	1,466,078	1,237,541	1,11,83,202	1,23,72,974	98,00,810
Poppy ... ... „	352,080	301,019	486,694	23,65,272	21,14,754	35,48,766
Castor ... ... „	728,099	927,770	870,615	39,44,094	53,28,966	48,68,459
Groundnuts ... ... „	1,041,987	1,160,477	1,098,419	61,60,272	85,03,911	68,65,625
Other Sorts ... ... „	205,641	204,167	597,941	11,95,534	13,56,961	30,80,896

Spices	lbs.	5,158,857	6,015,337	8,197,833	12,85,041	15,49,980	17,74,112
Sugar—Refined	cwts.	9,396	11,279	10,968	1,42,326	1,80,421	192,636
Do. unrefined (Molasses, Goor, &c.)...	„	20,874	16,415	14,237	1,81,063	1,33,786	1,21,372
Tea	lbs.	2,618,695	1,093,750	24,33,624	20,24,945	8,42,859	17,22,885
Tobacco, Cigars, &c.	„	6,203,134	7,115,307	4,178,117	7,64,357	8,48,000	5,24,299
Wool—Raw	„	14,689,996	14,526,738	13,957,540	68,50,763	68,88,317	66,26,870
Woollen Shawls	No.	3,589	4,399	4,905	1,29,349	1,90,466	2,71,292
All other Articles	value.	.....	.....	.....	1,14,47,303	1,18,81,949	1,20,42,687
Total Value Rs.		.....	.....	.....	37,10,26,583	36,83,33,816	35,25,71,524
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,414,611	1,139,082	869,300	9,33,856	8,00,467	5,83,447
Do. Piece Goods	yards.	88,300,331	81,810,976	77,785,048	1,68,75,433	1,58,34,128	1,52,37,511
Do. Shawls and Handkerchiefs ...	No.	1,868,706	1,716,415	1,358,778			
Gums and Resins (excluding Cutch and Gambier)	cwts.	38,483	37,416	38,941	6,85,282	6,69,482	7,01,449
Ivory, unmanufactured	lbs.	261,124	192,273	181,295	15,04,680	11,11,444	11,12,610
Provisions	value	.....	.....	.....	9 76,765	12,35,815	10,99,120
Silk—Raw...	lbs.	117,846	108,756	111,667	3,61,535	3,70,784	3,42,129
Do. Piece Goods (including silk mixed with other materials)	yards.	694,699	8,08,696	835,548	6,02,975	7,10,510	6,91,195
Sugar—Refined	cwts.	153,984	222,196	208,652	18,54,079	31,87,929	29,74,667
Tea	lbs.	3,366,336	3,405,494	3,574,202	31,56,153	32,79,166	34,30,881
Wool—Raw	„	1,912,708	1,947,400	1,887,984	8,50,992	8,64,765	8,32,230
Do. Piece Goods...	yards.	471,549	394,901	423,110	5,25,335	4,30,830	4,63,104
All other Articles	value.	.....	.....	.....	70,03,098	76,74,185	73,26,933
Total Value Rs.		.....	.....	.....	3,53,30,183	3,61,69,505	3,47,95,276
Treasure—Gold	Tolas...	707,856	1,782,218	970,862	1,58,66,494	4,23,50,324	2,40,77,100
Do. Silver	„ ...	10,574,548	18,382,933	11,229,627	1,08,45,203	1,89,43,034	1,11,82,031
Total Treasure...		11,282,404	20,165,151	12,200,489	2,67,11,697	6,12,93,358	3,52,59,131
Grand Total Rs...		.....	.....	.....	43,30,68,463	46,57,96,679	42,26,25,931

APPENDIX RR.—*contd.*

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1892, 1893, and 1894.

ARTICLES.	Quantities.			Value.		
	1892.	1893.	1894.	1892.	1893.	1894.
				Rs.	Rs.	Rs.
Animals—Living ... ... No.	11,887	9,838	9,258	30,34,109	31,17,740	25,76,061
Apparel (including Millinery, &c.) .. value.	.....	.....	.....	1,25,81,676	1,40,49,248	1,30,87,435
Arms, Ammunition, &c. ... ... ,,	.....	.....	.....	20,80,933	25,86,857	26,48,905
Books and Printed Matters ... ... cwts.	15,226	19,882	13,619	23,67,376	24,22,368	23,90,837
Building and Engineering Materials ... value.	.....	.....	.....	15,24,222	15,84,206	15,78,862
Coffee ... ... cwts.	12,247	11,927	17,563	6,90,875	7,47,215	10,76,770
Coal, Coke and Patent Fuel ... ... tons.	651,497	634,405	731,785	1,11,69,357	1,10,98,165	1,32,17,791
Cotton—Raw ... ... cwts.	112,152	110,098	73,447	23,09,381	29,67,661	17,74,235
,, Twist and Yarn ... ... lbs.	41,114,661	38,793,952	40,792,209	2,82,95,212	2,82,91,430	2,90,11,271
,, Piece Goods... ... ... yards.	1,884,117,296	1,891,146,863	2,366,278,619	23,25,36,993	24,95,02,874	31,44,03,160
,, Shawls, Hosiery, Thread, &c.... value.	.....	.....	.....	60,44,424	69,77,969	68,01,613
Corals, Real ... ... lbs.	180,752	212,141	261,689	12,44,480	15,21,077	13,27,021
Chemicals ... ... value.	.....	.....	.....	29,24,115	36,69,656	38,23,885
Clocks and Watches... ... ... No.	159,490	179,844	131,446	12,67,047	14,63,143	10,87,520
Candles ... ... lbs.	4,229,447	3,868,080	3,575,478	14,65,596	15,11,972	13,74,790
Drugs, Medicines and Narcotics ... value.	.....	.....	.....	64,23,588	75,92,496	71,53,151
Dyeing and Tanning materials (Alizarine and Aniline dyes) .. .. lbs.	58,34,259	6,451,585	5,789,643	49,83,752	63,87,259	52,29,310
,, other sorts .. .. cwts.	48,720	44,377	37,707	16,50,582	17,4 ,081	15,20,460
Earthenware and Porcelain .. value.	....	....	.....	25,41,259	2 ,57,169	20,12,565
Flax, manufactured and unmanufactured... ,,	.....	....	.....	13,05,997	13,97,8 4	14,1 ,886
Fruits and Vegetables ... ... ,,	.....	.. ..	.....	13,74,826	10,17,457	, 7,05,814
Gums and Resins .. .. cwts.	89,921	105,010	117,103	10,14,730	12,18,309	13,20,572
Glass .. .. value.	.....	.....	.....	68,15,349	77,15,880	64,38,099
Hides and Skins, dressed and undressed—						
Hides ... ... cwts.	2,155	2,231	3,496	1,14,187	1,45,619	1,72,824
Skins ... ... ,,	19,595	22,155	27,490	10,17,033	11,84,167	12,34,837
Ivory, unmanufactured ... ... lbs.	415,310	412,114	444,731	25,13,131	25,10,131	27,16,228
Instruments and Apparatus ... ... value.	.....	.....	.....	24,13,707	27,38,797	25,07,447

Jewellery, Precious Stones, Pearls &c...	value.	.....	.....	.....	28,35,030	29,26,814	63,51,638
Liquors—Ale, Beer and Porter ...	gallons	3,113,540	2,819,762	2,619,793	45,88,832	42,93,309	40,43,608
„ Spirits	„	1,032,226	1,073,158	1,066,633	66,93,034	68,36,212	68,99,318
„ Wines, Liqueurs, &c. ...	„	364,489	391,624	370,389	32,50,505	34,11,034	33,78,979
Leather, unmanufactured and manufactured (excluding Boots and Shoes)	value.	.....	.....	.....	18,25,644	19,63,091	17,40,745
„ Boots and Shoes	pairs.	317,514	367,095	354,496	11,90,308	14,10,707	13,75,957
Metals (excluding Hardware & Cutlery).	tons.	248,867	275,605	240,509	5,42,59,946	6,21,01,400	5,08,50,345
„ Hardware and Cutlery ...	value.	.....	.....	.....	1,18,48,252	1,33,53,199	1,26,43,033
Machinery and Millwork	„	.....	.....	.....	2,13,25,340	2,68,65,594	2,32,10,664
Matches, Lucifer and other	„	.....	.....	.....	34,54,083	39,85,377	32,96,672
Oil, Kerosine	gallons	54,385,455	77,232,350	62,849,221	2,13,45,774	2,90,54,762	2,35,28,634
Oils, other kinds	„	4,339,635	4,871,485	38,87,213	41,15,159	46,04,513	31,40,859
Provisions	value.	.....	.....	.....	1,91,77,925	1,73,21,225	1,57,47,406
Paints and Colours	cwts.	152,716	192,554	161,924	21,55,306	24,94,967	22,10,617
Painters' Materials	value.	.....	.....	.....	7,16,851	7,91,293	7,08,755
Paper and Pasteboard	„	.....	.....	.....	43,32,236	48,89,838	38,15,147
Perfumery	„	.....	.....	.....	3,43,240	2,91,169	2,29,399
Railway Plant and Rolling Stock ...	„	.....	.....	.....	98,71,701	1,20,92,166	1,66,49,857
Salt	tons.	356,269	381,654	527,709	57,62,078	68,38,587	89,30,329
Silk, Raw	lbs.	2,290,037	2,859,358	2,475,953	1,02,30,108	1,30,94,812	1,05,82,264
„ Piece Goods (including goods mixed with other materials)	yards.	15,790,740	15,627,880	15,301,193	1,83,02,398	1,73,74,267	1,39,71,668
Soap	cwts.	57,837	60,327	51,979	11,29,004	12,50,180	10,73,566
Spices	lbs.	50,389,867	61,068,689	88,625,640	65,68,437	76,07,244	87,23,875
Stationery (excluding Paper). ...	value.	.....	.....	.....	25,14,898	27,48,331	27,58,861
Sugar and Sugarcandy, Refined ...	cwts.	1,827,816	1,965,434	2,109,706	2,42,43,544	2,82,67,527	2,66,13,414
„ Unrefined (Molasses, Goor, &c.)...	„	180,234	114,438	153,095	8,84,882	3,05,460	3,10,832
Tea	lbs.	5,834,611	7,695,146	6,812,193	41,56,907	62,51,082	46,54,987
Toys and Requisites for Games ...	value.	.....	.....	.....	15,35,300	17,53,035	16,41,354
Umbrellas	No.	4,748,936	5,410,037	4,359,238	43,51,500	48,21,536	38,58,461
Wood, Timber	tons.	13,939	16,833	34,523	6,75,722	8,09,426	17,75,555
„ Other Sorts, including woodenware	value.	.....	.....	.....	5,96,479	6,70,595	5,67,657
Wool, Raw...	lbs.	5,428,881	4,743,715	5,178,754	14,50,423	14,03,685	14,32,291
„ Piece Goods	yards.	11,915,718	14,289,306	13,251,203	1,16,71,793	1,36,42,770	1,21,67,073
„ Shawls, Braids, &c.	value.	.....	.....	.....	39,94,417	46,43,274	45,74,453
All other Articles	„	.....	.....	.....	1,73,47,740	1,97,78,822	1,77,82,245
Total Value Rs ...		.....	.....	.....	63,03,48,883	69,67,67,124	72,97,38,747

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and value of the Principal Articles Exported in the years ending 31st December 1892, 1893, *and* 1894.

ARTICLES.	Quantities.			Value.		
	1892.	1893.	1894.	1892.	1893.	1894.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	350,307	267,996	290,669	2,25,58,785	1,94,22,30	2,11,05,743
Cotton—Raw ... ... ,,	4,735,739	4,334,460	4,485,950	11,32,36,582	12,94,44,040	11,86,29,469
,, Twist and Yarn ... ... lbs.	183,869,296	139,397,682	162,245,350	6,37,45,376	5,30,04,658	5,81,68,723
,, Piece Goods ... ... yards.	83,362,015	72,500,007	86,118,625	1,26,47,659	1,16,79,862	1,35,98,126
,, Shawls, Hosiery, &c. ... value.	.....	.....	.....	10,21,023	8,41,184	11,58,219
Coir, Unmanufactured ... ... cwts.	38,014	32,442	28,226	2,76,633	2,38,035	1,84,335
,, Manufactured (excluding Cordage). ,,	274,846	217,154	235,577	24,66,090	19,42,434	21,81,882
Dyeing and Colouring Materials—						
Indigo ... ... ,,	135,608	109,898	134,321	3,96,02,958	3,55,50,152	3,95,12,245
Myrabollams ... ... ,,	881,165	681,754	1,260,666	44,08,773	35,05,301	54,90,249
Cutch and Gambier ... ... ,,	233,918	186,271	175,054	38,65,337	32,19,169	32,73,850
Other sorts ... ... ,,	98,694	95,699	144,857	7,69,338	8,40,992	11,62,715
Grain and Pulse—						
Rice in the Husk ... ... ,,	439,140	671,335	597,676	10,64,290	15,91,588	11,53,377
,, *not in the Husk* ... ... ,,	29,666,066	27,732,318	29,823,093	13,18,70,785	11,91,64,840	12,17,19,970
Wheat ... ... ,,	18,532,341	11,440,546	7,656,674	9,26,68,964	5,08,54,291	2,85,48,955
Other Sorts ... ... ,,	2,121,034	2,059,962	2,018,635	76,57,400	70,02,309	65,96,838
Hides and Skins—						
Hides ... ... ,,	596,322	563,285	621,040	2,36,12,420	2,32,06,737	2,51,63,634
Skins ... ... ,,	290,171	267,791	310,011	3,11,91,776	3,28,14,145	3,81,54,793
Jute—Raw ... ... ,,	9,095,179	9,044,355	10,909,568	7,15,88,172	8,25,02,415	9,61,76,066
,, Gunny Bags ... ... No.	118,506,662	125,358,192	136,061,882	2,76,30,164	2,79,18,453	3,08,31,046
,, Cloth ... ... yds.	36,484,061	63,263,131	85,917,210	35,13,735	58,13,209	82,19,485
,, Other Sorts ... ... cwts.	3,839	5,577	8,942	50,832	81,966	1,11,051
Lac—Shell, Button, Stick, &c. ... ,,	131,757	122,491	154,676	77,51,568	90,97,034	1,28,17,809
Opium ... ...chests.	80,554	70,022	72,720	9,60,18,057	8,14,59,351	9,09,83,731
Oils ... ... { gallons	4,896,197	3,739,875	5,335,043	} 58,87,341	52,06,249	70,16,026
{ cwts.	75,969	69,174	68,700			
Provisions.... ... ... value.	.....	.....	.....	79,28,295	83,77,032	86,85,367
Spices ... ... lbs.	27,426,368	22,759,532	30,018,312	47,94,039	50,74,264	54,10,422
Saltpetre.... ... ... cwts.	456,682	335,040	373,865	44,24,243	34,51,163	41,91,768

Seeds—								
Linseed	cwts.	8,335,046	9,401,922	10,167,964	5,69,94,600	6,98,96,487	7,54,92,545
Rape	,,	2,374,670	6,999,465	5,267,928	1,52,96,777	4,58,62,637	3,17,47,529
Gingelly...	,,	2,093,774	2,962,272	2,315,660	1,66,25,087	2,43,03,852	1,84,97,782
Poppy	,,	536,612	790,600	642,550	36,72,396	57,30,693	49,63,548
Castor	,,	991,486	972,195	1,269,444	55,85,819	55,24,129	61,21,439
Groundnuts	,,	744,248	1,681,119	2,447,539	47,09,381	1,17,79,853	1,41,83,459
Other Sorts	,,	292,867	647,670	845,291	17,60,490	35,98,497	44,57,560
Silk, Raw	lbs.	1,644,522	1,900,506	1,337,172	53,66,926	78,23,992	48,48,550
,, Piece Goods (including Silk mixed with other Materials)	yds.	1,936,521	2,484,089	1,735,097	17,94,962	23,89,720	17,83,309
Sugar and Sugarcandy, Refined ...	cwts.	37,214	145,356	58,235	515,854	19,33,550	7,69,685
,, Unrefined (Molasses, Goor, &c.)...	,,	751,366	935,070	1,247,401	41,75,266	60,67,846	62,71,550
Tea	lbs.	119,470,408	123,395,073	129,946,377	6,43,12,996	6,49,51,170	7,47,91,744
Tobacco, Cigars, &c.	,,	11,986,695	9,608,477	10,944,586	16,45,074	14,04,498	16,93,909
Wood, Teak	tons.	60,631	44,986	56,233	58,15,148	44,73,118	56,41,626
,, Other sorts (including woodenware.)	value.	.....	.....	.....	13,89,617	10,97,754	12,36,256
Wool, Raw...	lbs.	23,917,504	23,615,027	30,593,567	1,08,81,150	1,05,81,050	1,35,98,052
,, Manufactures of	value.	.....	.....	.....	11,83,379	13,87,621	15,02,855
All other Articles	,,	.....	.....	.....	2,71,96,771	2,88,58,043	2,99,79,138
Total Value Rs....		.....	.....	.....	1,01,11,72,628	1,02,09,67,683	1,04,78,26,430
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,571,729	1,224,653	1,692,037	10,79,998	8,89,953	10,84,433
,, Piece Goods	yds.	91,039,536	87,036,962	101,549,771	1,70,12,328	1,64,14,531	1,93,84,589
,, Shawls, Thread, &c....	value.	.....	.....	.....	6,61,674	5,91,302	6,14,577
Ivory, Unmanufactured	lbs.	225,792	165,482	216,016	13,32,560	9,64,823	12,20,173
Metals	cwts.	415,645	259,461	208,107	30,13,656	17,65,856	12,29,113
Silk, Raw	lbs.	109,797	114,288	91,959	3,77,706	3,72,044	2,56,927
,, Piece Goods	yards.	761,045	853,950	1,077,730	6,65,310	7,40,673	8,60,018
Spices	lbs.	1,267,554	878,496	1,353,163	2,99,534	2,89,514	2,97,789
Sugar and Sugarcandy, Refined ...	cwts.	211,730	261,943	201,055	28,54,634	38,85,489	25,72,843
Tea	lbs.	3,470,215	3,567,322	4,663,138	31,98,696	35,34,411	45,77,436
Wool, Raw	,,	13,084,596	12,293,568	14,309,466	61,79,268	59,54,237	68,05,107
All other Articles	value.	.....	.....	.....	95,01,179	1,01,23,024	1,07,46,738
Total Value Rs....		.....	.....	.....	4,61,76,543	4,55,25,857	4,96,49,743
Grand Total Rs....		.....	.....	.....	1,05,73,49,171	1,06,64,93,540	1,09,74,76,173

APPENDIX RR—*contd.*

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1892, 1893, and 1894.

ARTICLES.		Quantities.			Value.		
		1892.	1893.	1894.	1892.	1893.	1894.
					Rs.	Rs.	Rs.
Apparel, (including Haberdashery, Millinery, &c.)	value.	.....	.....	.....	45,21,706	53,07,542	55,08,139
Arms, Ammunition, &c.	„	.....	.....	.....	5,47,039	6,17,477	5,17,980
Building and Engineering Materials...	„	.....	.....	.....	4,74,189	4,56,715	5,28,961
Cabinetware and Furniture ...	„	.....	.....	.....	5,85,189	5,58,413	4,70,232
Candles	lbs.	1,171,547	1,026,719	990,821	3,78,367	3,66,171	3,62,327
Clocks and Watches	No.	94,784	118,852	82,925	7,70,696	9,38,817	6,95,499
Coal, Coke and Patent Fuel ...	Tons.	502,319	483,148	579,145	83,48,885	82,47,503	1,01,64,435
Cotton—Twist and Yarn	lbs.	11,799,749	9,344,885	10,473,996	73,55,269	63,92,681	67,27,031
„ Piece Goods	Yards.	545,563,974	571,006,877	726,184,773	6,82,77,999	7,46,57,771	9,73,25,680
„ Shawls and Handkerchiefs ...	No.	9,026,079	12,114,923	9,391,957	9,36,246	11,49,365	8,59,018
„ Lace, Nets, Hosiery, &c. ...	value.	.....	.....	.....	16,54,584	20,35,345	19,28,979
Chemical Products and Preparations.	„	.....	.....	.....	11,46,663	14,99,990	16,33,978
Drugs and Medicines	„	.....	.....	.....	19,83,724	22,84,114	23,76,558
Dyeing and Coloring Materials—							
Aniline and Alizarine Dyes ...	lbs.	5,199,038	5,664,741	4,991,300	42,66,508	45,67,967	45,06,228
Other sorts	cwts.	15,453	19,191	10,344	10,64,346	10,10,878	10,45,589
Earthenware and Porcelain ...	value.	.....	.....	.....	8,57,022	9,17,492	8,25,340
Fireworks	„	.....	.....	.....	5,13,003	5,39,659	4,48,494
Glass	„	.....	.....	.....	37,25,256	40,66,708	35,16,111
Gums and Resins	cwts.	60,530	67,866	78,983	8,08,234	9,75,841	9,77,935

Hides and Skins—						
Hides... ... ... No.	12,766	9,711	7,621	58,932	79,788	72,779
Skins... ... ... „	674,349	739,127	846,956	6,17,272	7,32,427	7,62,901
Instruments and Apparatus ... value.	.....	.....	.....	11,34,768	12,52,985	11,73,305
Ivory, unmanufactured ... ... lbs.	390,956	399,954	436,926	23,22,581	24,17,265	26,47,246
Jewellery, &c. ... ... value.	.....	.....	.....	24,78,938	25,43,002	59,74,689
Leather (including Saddlery, &c.) ... „	.....	.....	.....	10,86,616	11,43,901	10,07,333
„ Boots and Shoes ... ... Pairs.	109,173	142,612	140,217	3,87,184	5,27,357	5,55,112
Liquors—Ale, Beer and Porter ...gallons	753,973	712,395	690,492	9,50,984	8,81,080	8,84,407
„ Spirits, Wines, &c... ... „	424,056	458,970	467,670	29,48,929	31,04,049	33,59,583
Machinery and Millwork ... ... value.	.....	.....	.....	1,02,83,555	1,23,93,720	1,03,83,953
Matches, Lucifer and other ... „	.....	.....	.....	10,36,047	14,52,922	11,05,701
Metals, (excluding Hardware&Cutlery). Tons.	90,708	91,005	89,897	2,29,79,402	2,48,74,574	2,08,01,611
„ Hardware and Cutlery ... value.	.....	.....	.....	49,96,322	59,75,501	57,13,359
Oil (kerosine) ... ...gallons	13,420,195	21,775,917	18,087,584	58,39,277	84,66,008	69,10,362
„ other sorts ... ... „	727,898	1,108,013	853,186	9,46,682	13,79,871	9,97,222
Paints and Colors (excluding Painters' Materials) ... ... cwts.	71,607	94,605	80,407	8,43,341	11,16,386	10,34,848
Paper and Pasteboard ... ... value.	.....	.....	.....	21,97,403	28,16,241	22,36,328
Perfumery ... ... „	.....	.....	.....	2,48,292	2,01,675	1,69,496
Provisions ... ... „	.....	.....	.....	73,88,919	65,42,243	69,61,111
Railway Plant and Rolling Stock ... „	.....	.....	.....	45,85,477	62,53,242	65,17,961
Silk, Raw ... ... lbs.	1,936,410	2,496,741	2,300,849	80,33,744	1,08,00,020	96,49,894
„ Piece Goods (including silk mixed with other materials) ... yards	10,803,897	9,538,373	10,545,390	1,13,02,537	98,74,310	95,78,342
„ Goods other sorts ... ... value.	.....	.....	.....	2,70,675	4,67,660	4,36,803
Spices ... ... lbs.	10,196,251	9,793,827	14,797,292	20,53,651	20,44,967	22,13,537
Sugar, refined and unrefined ... cwts.	1,147,894	1,337,963	1,452,334	1,53,50,634	1,94,01,446	1,80,93,573
Tea ... ... lbs.	5,356,993	7,291,443	6,395,592	39,84,510	56,60,910	45,00,751
Tobacco, Cigars, &c. ... ... „	333,306	452,984	339,856	4,22,387	5,11,659	4,75,915
Umbrellas ... ... No.	1,154,640	1,430,846	1,232,365	11,55,342	13,77,457	12,28,181
Woollen Piece Goods ... ... yards.	5,334,469	7,859,005	6,558,317	52,09,497	74,41,519	61,02,080
„ Goods other sorts ... ... value.	.....	.....	.....	7,65,122	8,63,652	7,24,062
All other Articles... ... ... „	.....	.....	.....	1,80,21,757	2,17,85,148	2,08,31,162
Total value Rs....	.....	.....	.....	24,81,15,702	28,09,73,438	29,35,22,121

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1892, 1893, and 1894.

ARTICLES.	Quantities.			Value.		
	1892.	1893.	1894.	1892.	1893.	1894.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	16,397	13,456	11,327	9,03,384	8,41,069	7,34,454
Coir, manufactured and unmanufactured (excluding Ropes) ... „	37,932	28,069	40,334	2,97,955	2,20,187	3,35,946
Cotton—Raw ... ... „	3,913,028	3,409,834	3,225,945	9,30,24,381	10,40,73,929	8,55,51,331
„ Twist and Yarn ... ... lbs.	168,159,499	128,912,005	150,871,059	5,84,17,394	4,90,90,242	5,41,45,436
„ Piece Goods ... ... yards.	65,923,266	54,298,580	67,928,952	81,26,561	68,58,564	87,68,665
„ Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	5,52,500	4,51,849	5,41,535
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	635,930	566,009	1,074,113	33,61,621	30,28,593	50,25,562
Other sorts ... ... „	36,872	35,023	59,467	28,46,054	34,06,912	26,04,851
Grain and Pulse—						
Rice ... ... „	700,124	589,963	1,001,181	38,92,261	32,18,140	49,65,707
Wheat... ... ... „	9,661,502	5,126,481	1,517,823	5,05,41,558	2,42,58,057	60,93,065
Other sorts ... ... „	1,228,421	742,886	854,864	44,79,429	26,25,831	29,82,149
Hides and Skins—						
Hides ... ... No.	198,779	126,526	327,983	8,31,948	6,07,446	8,26,360
Skins ... ... „	3,710,506	3,886,277	3,876,206	45,53,224	52,69,943	54,76,419
Oils ... ...gallons	148,708	198,743	345,294	4,89,810	6,65,580	8,25,638
Opium ... ...chests.	29,978	25,499	31,219	3,55,76,202	2,99,11,222	3,94,78,809
Seeds—						
Linseed ... ... cwts.	3,884,358	4,291,249	5,297,672	2,67,07,303	3,28,25,646	3,98,62,819
Rape ... ... „	1,832,886	4,250,750	3,287,813	1,21,07,866	2,87,70,651	2,00,05,913

Gingelly	„	1,338,315	1,523,170	1,238,637	1,07,41,641	1,28,26,372	96,94,274
Poppy	„	311,995	446,881	411,553	21,79,309	32,54,362	33,88,880
Groundnuts	„	444,635	1,217,135	1,742,820	30,35,555	88,37,653	1,04,60,140
Other sorts	„	1,127,885	1,364,958	1,455,033	65,03,962	75,85,475	74,98,098
Spices	lbs.	5,668,566	6,135,424	8,956,233	14,67,676	15,81,516	18,99,662
Sugar, refined and unrefined ...	cwts.	26,446	24,152	33,245	2,95,501	3,02,218	3,73,670
Tea	lbs.	1,651,987	2,098,460	3,018,164	12,13,319	14,79,315	22,75,051
Tobacco, Cigars, &c.	„	7,114,983	4,404,947	6,017,344	8,60,215	5,44,396	7,60,617
Wool, Raw	„	14,579,798	13,548,180	16,860,032	68,86,075	64,02,318	81,36,499
Woollen Shawls	No.	3,987	5,823	4,217	1,66,736	2,74,344	2,60,834
All other articles	value.	.....	.....	.....	1,61,79,217	1,69,16,866	1,81,08,176
Total value Rs....		.....	.....	.....	35,62,38,657	35,61,28,690	34,10,80,560
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,226,955	964,757	1,581,909	8,33,888	6,69,212	10,08,704
„ Piece Goods	yds.	83,871,234	80,695,178	94,456,296	1,58,93,957	1,54,04,933	1,82,92,519
„ Shawls and Handkerchiefs ...	No.	1,816,116	1,404,174	1,640,156	3,40,325	3,12,707	3,63,271
„ Lace, Thread, &c., ...	value.	.....	.....	.....	3,09,076	2,68,489	2,42,856
Gums and Resins	cwts.	42,328	32,155	50,932	7,24,340	6,08,683	8,47,588
Ivory, unmanufactured	lbs.	225,792	165,482	216,016	13,32,560	9,64,823	12,20,173
Provisions	value.	.....	.....	.....	12,14,447	11,45,207	12,50,221
Silk, Raw	lbs.	109,471	113,946	85,093	3,76,586	3,69,672	2,41,404
„ Piece Goods (including silk mixed with other materials) ...	yards.	758,794	847,132	1,072,814	6,59,350	7,23,078	8,34,760
Sugar, refined	cwts.	205,016	235,611	194,216	27,61,100	34,72,190	24,79,091
Tea	lbs.	3,467,778	3,565,035	4,659,919	31,96,740	35,32,816	45,76,075
Wool, Raw	„	1,882,132	1,878,128	1,395,194	8,13,150	8,31,487	6,23,752
Woollen Piece Goods	yards.	382,641	438,300	438,162	4,16,099	4,86,169	4,28,392
„ Shawls, &c.	value.	.....	.....	.....	1,71,430	1,23,642	1,14,239
All other articles	„	.....	.....	.....	69,99,663	73,49,983	74,18,907
Total value Rs....		.....	.....	.....	3,60,42,711	3,62,63,091	3,99,41,952
Grand Total Rs....		.....	.....	.....	39,22,81,368	39,23,91,781	38,10,22,512

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which at Ports in British India, in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1884-85 ...	2,453	778,102	1,223	1,806,072	3,676	2,584,174	1,202	355,406
1885-86 ...	2,420	774,335	1,330	1,964,393	3,750	2,738,728	1,202	504,410
1886-87 ...	2,371	733,683	1,379	2,065,503	3,750	2,799,186	1,167	438,299
1887-88 ...	2,579	778,568	1,389	2,160,852	3,968	2,939,420	1,144	324,374
1888-89 ...	2,354	625,375	1,351	2,157,769	3,705	2,783,144	1,219	317,873
1889-90 ...	2,416	619,901	1,355	2,200,273	3,771	2,820,174	1,194	385,225
1890-91 ...	2,091	510,976	1,570	2,480,276	3,661	2,991,252	1,352	324,45
1891-92 ...	2,153	455,262	1,617	2,561,855	3,770	3,017,117	1,281	374,124
1892-93 ...	2,238	442,105	1,585	2,544,440	3,823	2,986,545	1,209	468,111
1893-94 ...	2,025	453,067	1,623	2,610,037	3,648	3,063,104	1,034	263,242

CLEAR

1884-85 ...	3,104	1,119,824	1,445	2,113,509	4,549	3,233,333	595	64,257
1885-86 ...	3,112	1,197,915	1,585	2,323,214	4,697	3,521,129	565	58,159
1886-87 ...	3,153	1,205,159	1,568	2,331,240	4,721	3,536,399	671	54,198
1887-88 ...	3,164	1,135,446	1,532	2,360,937	4,696	3,496,383	816	67,583
1888-89 ...	2,856	896,598	1,567	2,487,854	4,423	3,384,452	816	75,124
1889-90 ...	2,854	905,306	1,627	2,623,030	4,481	3,528,336	853	73,459
1890-91 ...	2,717	772,693	1,831	2,870,715	4,548	3,643,408	793	66,438
1891-92 ...	2,551	708,371	2,157	3,427,402	4,708	4,135,773	676	86,653
1892-93 ...	2,782	759,331	1,803	2,846,657	4,585	3,605,988	640	95,445
1893-94 ...	2,459	700,421	1,851	2,999,532	4,310	3,699,953	550	96,190

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Countries Official Year from 1884-85 *to* 1893-94.

TEREIn

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
272	351,429	1,474	706,835	3,655	1,133,508	1,495	2,157,501	5,150	3,291,009
301	397,549	1,503	901,959	3,622	1,278,745	1,631	2,361,942	5,253	3,640,687
223	277,187	1,390	715,486	3,538	1,171,982	1,602	2,342,690	5,140	3,514,672
196	250,420	1,340	574,794	3,723	1,102,942	1,585	2,411,272	5,308	3,514,214
257	349,162	1,476	667,035	3,573	943,248	1,608	2,506,931	5,181	3,450,179
317	452,782	1,511	838,007	3,610	1,005,126	1,672	2,653,055	5,282	3,658,181
477	547,137	1,829	871,589	3,443	835,428	2,047	3,027,413	5,490	3,862,841
635	917,134	1,916	1,291,258	3,434	829,386	2,252	3,478,089	5,686	4,308,375
352	447,540	1,561	915,651	3,447	910,216	1,937	2,991,980	5,384	3,902,196
348	471,565	1,382	734,807	3,059	716,309	1,971	3,081,602	5,030	3,797,911

ED.

44	61,171	639	125,428	3,699	1,184,081	1,489	2,174,080	5,188	3,358,761
47	74,614	612	132,773	3,677	1,256,074	1,632	2,397,828	5,309	3,653,902
52	66,924	723	121,122	3,824	1,259,357	1,620	2,398,164	5,444	3,657,521
73	111,285	889	178,868	3,980	1,203,029	1,605	2,472,222	5,585	3,675,251
65	73,577	881	148,701	3,672	971,722	1,632	2,561,431	5,304	3,533,153
57	55,610	910	129,069	3,707	978,765	1,684	2,678,640	5,391	3,657,405
192	112,267	985	178,705	3,510	839,131	2,023	2,982,982	5,533	3,822,113
88	59,850	764	146,503	3,227	795,024	2,245	3,487,252	5,472	4,282,276
114	88,662	754	184,107	3,422	854,776	1,917	2,935,319	5,339	3,790,095
105	71,832	655	168,022	3,009	796,611	1,956	3,071,364	4,965	3,867,975

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at the Chief Port of the Bombay Presidency

EN

YEAR.	WITH CARGOES.						IN	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1884-85 ...	393	117,155	581	937,620	974	1,054,775	2	1,381
1885-86 ...	379	125,342	571	925,476	950	1,050,818	3	2,879
1886-87 ...	409	127,677	568	955,188	977	1,082,865	12	5,183
1887-88 ...	413	130,611	600	1,016,413	1,013	1,147,024	3	304
1888-89 ...	374	80,491	622	1,064,432	996	1,144,923	9	1,048
1889-90 ...	371	61,460	555	992,629	926	1,054,089	24	2,420
1890-91 ...	324	46 232	624	1,107,698	948	1,153,930	3	279
1891-92 ...	408	54 344	612	1,079,550	1,020	1,133,894	2	341
1892-93 ...	374	56,916	604	1,083,797	978	1,140,713	12	2,351
1893-94 ...	329	59.156	581	1,068 414	910	1,127,570	15	2,426

CLEAR

1884-85 ...	343	67,509	561	901,094	904	968,603	4	1,709
1885-86 ...	362	61,870	581	932,371	943	994,241	5	3,774
1886-87 ...	403	82,824	578	969,696	981	1,052,520	7	3,152
1887-88 ...	412	69,423	541	922,107	953	991,530	11	8,003
1888-89 ...	324	52,404	565	975,050	889	1,027,454	6	936
1889-90 ...	361	42,045	502	902,387	863	944,432	12	2,627
1890-91 ...	331	36,034	504	889,002	835	925,036	5	720
1891-92 ...	340	39,698	665	1,179,357	1,005	1,219,055	5	1,395
1892-93 ...	350	41,441	578	1,045,132	928	1,086,573	6	348
1893-94 ...	279	35,375	536	1,021,924	815	1,057,299	1	68

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign in each Official Year from 1884-85 *to* 1893-94.

TERED.*)

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
61	85,258	63	86,639	395	118,536	642	1,022,878	1,037	1,141,414
53	82,792	56	85,671	382	128,221	624	1,008,268	1,006	1,136,489
40	57,522	52	62,705	421	132,860	608	1,012,710	1,029	1,145,570
30	40,763	33	41,067	416	130,915	630	1,057,176	1,046	1,188,091
19	26,323	28	27,371	383	81,539	641	1,090,755	1,024	1,172,294
20	30,024	44	32,444	395	63,880	575	1,022,653	970	1,086,533
19	29,748	22	30,027	327	46,511	643	1,137,446	970	1,183,957
145	245,489	147	245,830	410	54,685	757	1,325,039	1,167	1,379,724
59	105,273	71	107,624	386	59,267	663	1,189,070	1,049	1,248,337
54	101,688	69	104,114	344	61,582	635	1,170,102	979	1,231,684
ED.									
32	51,367	36	53,076	347	69,218	593	952,461	940	1,021,679
36	63,974	41	67,748	367	65,644	617	996,345	984	1,061,989
33	55,045	40	58,197	410	85,976	611	1,024,741	1,021	1,110,717
48	89,248	59	97,251	423	77,426	589	1,011,355	1,012	1,088,781
29	51,967	35	52,903	330	53,340	594	1,027,017	924	1,080,357
21	30,570	33	33,197	373	44,672	523	932,957	896	977,629
25	39,606	30	40,326	336	36,754	529	928,608	865	965,362
21	35,471	26	36,866	345	41,093	686	1,214,828	1,031	1,255,921
20	34,381	26	34,729	356	41,789	598	1,079,513	954	1,121,302
19	31,074	20	31,142	280	35,443	555	1,052,998	835	1,088,441

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTH.	WITH CARGOES.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	52	93,875	33	3,565	25	1,844
February	49	92,749	15	4,315	9	889
March	59	114,960	40	10,919	22	1,757
April	65	134,011	18	6,350	22	2,200
May	62	123,487	2	209	9	801
June	49	98,323	1	495	9	857
July	48	99,896	...	...	1	182
August	39	67,359	1	284	2	251
September	41	80,889	...	...	13	1,311
October	56	105,524	22	4,862	31	2,985
November	47	85,716	26	4,622	47	3,972
December	50	97,547	34	4,782	21	1,412
Total	617	1,194,336	192	40,403	211	18,461

CLEAR

January	38	78,729	25	2,772	38	3,714
February	44	81,402	17	2,340	35	3,483
March	59	116,077	24	2,911	10	1,209
April	56	117,833	37	5,522	5	763
May	59	123,415	10	5,556	14	1,430
June	46	94,481	1	2,796	...	...
July	41	78,076	...	...	1	199
August	30	58,907	...	...	2	190
September	32	59,363	1	284	9	1,118
October	25	46,767	4	496	9	973
November	31	58,796	12	1,271	11	979
December	28	56,291	28	3,304	11	967
Total	489	970,137	159	27,252	145	15,025

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast from and to Foreign Presidency during the year 1894.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
4	9,430	4	600	...	...	110	99,284	8	10,030
4	7,193	4	675	...	...	73	97,953	8	7,868
15	27,452	...	...	...	...	121	127,636	15	27,452
9	17,010	...	...	...	...	105	142,561	9	17,010
4	8,118	...	...	...	...	73	124,497	4	8,118
1	1,951	...	...	...	...	59	99,675	1	1,951
6	10,996	...	...	...	...	49	100,078	6	10,996
1	1,862	...	...	...	...	42	67,894	1	1,862
1	1,781	1	500	...	...	54	82,200	2	2,281
1	1,764	...	...	2	172	109	113,371	3	1,936
2	3,551	...	...	...	...	120	94,310	2	3,551
2	2,142	...	...	...	...	105	103,741	2	2,142
50	93,250	9	1,775	2	172	1,020	1,253,200	61	95,197

ED.

2	4,486	...	...	...	...	101	85,215	2	4,486
4	6,663	...	...	...	...	96	87,225	4	6,663
5	7,917	...	...	...	...	93	120,197	5	7,917
1	1,355	...	...	...	...	98	124,118	1	1,355
2	3,588	...	...	...	...	83	130,401	2	3,588
5	10,410	...	...	...	...	47	97,277	5	10,410
2	5,172	...	...	...	...	42	78,275	2	5,172
3	4,030	...	...	...	...	32	59,097	3	4,030
2	3,341	...	...	...	...	42	60,765	2	3,341
1	1,865	...	...	...	...	38	48,236	1	1,865
2	1,724	...	...	...	...	54	61,046	2	1,724
3	4,457	..	...	1	55	67	60,562	4	4,512
32	55,008	...	...	1	55	793	1,012,414	33	55,063

STATEMENT showing the Exports by Sea, of Bombay Manufactured Piece Goods and Yarns since 1878.

Years Ending 31st Dec.	Grey and White Piece Goods.			Coloured Piece Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1878	26,749	41,360,798	No Records.	2,826	4,785,671	29,575	46,146,469	10,649,185	91,684	33,116,349
1879	34,045	53,357,406	Do.	2,555	,748,350	36,600	58,105,756	13,419,343	89,667	32,833,123
1880	32,705	54,164,246	Do.	2,380	4,663,473	35,085	58,827,722	13,586,079	115,434	42,618,335
1881	27,777	49,081,034	Do.	2,219	5,174,794	29,996	54,255,828	12,530,214	119,590	44,100,909
1882	34,798	56,986,687	Do.	2,405	5,369,753	37,203	62,356,440	14,401,025	140,486	53,115,882
1883	49,048	75,522,989	17,814,551	2,353	5,169,673	51,401	80,692,662	18,635,719	164,338	62,813,128
1884	45,432	70,533,605	16,551,064	2,429	4,630,992	47,861	75,164,597	17,359,029	197,827	75,755,931
1885	43,872	71,184,739	16,152,396	2,820	5,988,074	46,692	77,172,813	17,822,821	223,722	86,693,377
1886	42,888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,443	272,300	106,024,856
1887	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,663
1888	57,174	88,797,223	21,500,740	3,074	5,636,166	60,248	94,433,389	21,809,097	343,030	134,622,583
1889	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237
1890	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,173
1891	58,980	88,523,452	20,957,195	2,679	5,540,421	61,659	94,063,873	21,723,758	465,399	181,645,149
1892	67,305	99,754,263	23,083,693	3,210	6,837,067	70,515	106,591,330	24,616,935	487,773	190,705,398
1893	66,389	97,366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24,001,733	412,584	159,960,286
1894	82,151	118,960,211	29,105,588	4,057	6,360 875	86,208	125,321,090	†29,696,940	468,995	182,123,551

* *N.B.*—The Weights have been arrived at by dividing the length in yards by 4·33, the average weight of the Grey and Bleached Cloths exported from 1878 to 1893 ; † in 1894 by 4·22.

Exports of Indian Manufactured Yarns by Sea and Rail (Reduced to Bales of 400 lbs. each).

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1877.....	28,516	142	28,658	34,512	63,170	17,258	80,428
1878.....	45,933	1,745	47,678	35,113	82,791	13,938	96,729
1879.....	45,530	4,842	50,372	31,711	82,083	11,072	93,155
1880.....	63,194	4,527	67,721	38,825	106,546	14,092	120,638
1881.....	61,783	7,378	69,161	41,092	110,253	14,333	124,586
1882.....	81,434	9,854	91,288	41,502	132,790	14,400	147,190
1883.....	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884.....	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885.....	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886.....	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887.....	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888.....	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889.....	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890.....	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891.....	365,038	10,939	375,977	78,136	454,113	9,147	463,260
1892	385,771	21,445	407,216	69,547	476,763	7,850	484,613
1893	2,97,572	14,198	3,11,770	88,130	3,99.900	9,139	409,039
1894	338,703	10,743	349,446	1,05,863	455.309	10,388	465,697

* Compiled from returns received from the Railway Companies.

EXPORTS OF BOMBAY MANUFACTURED PIECE GOODS AND YARNS FROM BOMBAY PORT ONLY.

From Official Returns.] 1893-94. [*Years ending 31st March.*

EXPORTED TO	Length and Weight.							Value.					
	Piece Goods.		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of		Total Value in Lakhs of Rupees	Percentage.
	Millions of			Goods.	Yarns.	Millions of lbs.	Percentage	Goods.	Yarns.	Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%			%	%		%
Foreign Ports	53·98	*12·46	125·47	27·23	78·71	137·93	67·23	68·76	465·08	27·62	77·72	533·84	63·00
Indian Ports	53·85	*12·43	31·31	27·16	19·64	43·74	21·32	67·34	122·99	27·05	20·55	190·34	22·46
Up-country by Rail	*90·44	20·87	2·62	45·61	1·65	23·49	11·45	112·84	10·29	45·33	1·73	123·13	14·54
Total Indian...	144·29	33·30	33·93	72·77	21·29	67·23	32·77	180·18	133·28	72·38	22·28	313·47	37·00
Grand Total...	198·27	45·76	159·40	100·00	100·00	205·16	100·00	248·94	598·36	100·00	100·00	847·31	100·00
1892-93.													
Foreign Ports	62·54	*14·44	170·79	33·45	86·53	233·33	80·89	78·69	614·09	35·20	85·82	692·78	73·77
Indian Ports	47·54	*10·98	22·44	25·43	11·36	33·42	11·58	55·35	86·27	24·76	12·05	141·62	15·08
Up-country by Rail	*75·56	17·75	3·94	41·12	2·11	21·69	7·53	89·48	15·14	40·04	2·13	104·62	11·15
Total Indian...	123·10	28·73	26·38	66·55	13·47	55·11	19·11	144·83	101·41	64·80	14·18	246·24	26·23
Grand Total...	185·64	43·17	197·17	100·00	100·00	288·44	100·00	223·52	715·50	100·00	100·00	939·02	100·00

* Assuming 4·33 yards to be equivalent to 1 lb, and *vice versa*, N.B.—The value of Goods despatched by Rail is based on the value of exports to Indian Ports.

1891-92.

Foreign Ports	58·34	*13·47	155·35	32·10	84·02	168·82	74·42	73·00	555·55	32·97	82·94	628·55	70·53
Indian Ports	47·12	*10·88	24·70	25·93	13·36	35·58	15·68	56·66	95·55	25·59	14·26	152·21	17·08
Up-country by Rail	*76·31	17·61	4·83	41·97	2·62	22·44	9·90	91·70	18·68	41·44	2·80	110·38	12·39
Total Indian...	123·43	28·49	29·53	67·90	15·98	58·02	25·58	148·36	114·23	67·03	17·06	262·59	29·47
Grand Total...	181·77	41·96	184·88	100·00	100·00	226·84	100·00	221·36	669·78	100·00	100·00	891·14	100·00

1890-91.

Foreign Ports	54·34	*12·54	158·39	29.38	84·09	170·93	73·98	67·00	614·14	26·83	83·01	681·14	68·83
Indian Ports	42·82	*9·89	23·04	23·15	12·24	32·93	14·26	59·88	96·67	23·98	13·06	156·55	15·83
Up-country by Rail	*87·79	20·26	6·91	47·47	3·67	27·17	*11·76	122·79	28·98	49·19	3·93	151·77	15·34
Total Indian...	130·61	30·15	29·95	70·62	15·91	60·10	26·02	182·67	125·65	73·17	16·99	308·32	31·17
Grand Total...	184·95	42·69	188·34	100·00	100·00	231·03	100·00	249·67	739·79	100·00	100·00	989·46	100·00

* Assuming 4·33 yards to be equal to 1 lb. and vice-versa. The value of Goods despatched by Rail is based on the export to Coast values.

Foreign Countries to which Grey Cotton Piece Goods of Bombay Manufacture have been exported since 1887-88.

FROM GOVERNMENT RETURNS) (*Years ending 31st March.*

Descriptions.	To	In Millions of yards (0000's omitted).						
		1893-94.	1892-93.	1891-92.	1890-91.	1889-90.	1888-89.	1887-88.
T. Cloths	Mozambique	3·11	2·71	3·13	1·84	1·86	1·90	1·84
	Zanzibar	4·31	4·01	3·39	2·54	2·09	1·79	1·59
	Aden	·82	·38	·30	·39	·25	·16	·20
	China—Hongkong	·65	·51	·06	...	·02	·42	·04
	Do. Treaty Ports*	2·23	7·17	5·22	3·80	1·21	7·89	2·22
	Mekran and Sonmiani	·01	·30	·21	·11	·10	·10	·08
	Abyssinia	3·18	1·69	1·22	·97	·89	·38	·20
	Other Countries	2·08						
	Total...	16·39	16·77	13·53	9·65	6·42	12·64	6·17
Sheetings ...	Abyssinia	1·84	·97	·62	1·63	1·37	·64	·55
	Mozambique	2·74	6·47	4·81	5·03	5·11	4·59	5·04
	Zanzibar	6·39	8·65	13·75	14·09	9·98	8·94	9.73
	Aden	2·38	1·82	.77	·92	1·32	1·97	1·42
	Arabia	·65	·73	·59	·57	·44	·72	·43
	China—Treaty Ports* ...	·06	·13	...	·80	...	1·28	·62
	Other Countries	·68	·82	1·34	·36	1·06	·91	
	Total...	14·74	19·59	21·88	23·40	19·28	19·05	17·79
Domestics ...	Aden	4·66	5·61	5·51	5·95	9·20	7·98	11·81
	Arabia	·15	·43	.44	·54	·09	·10	·20
	Other Countries	·08	·04	·09	·02	·05	·09	·13
	Total...	4·89	6·08	6·04	6·51	9·34	8·27	12·14

Drills and Jeans...	Zanzibar...	.....	.....	·01	.....	·11	·04	·80
	Aden	.....	.....	.....	.....	...	...	·03
	Other Countries	·07	·19	·03	·05	·08	·06	·03
	Total...	·07	·19	·04	·05	·19	·10	·86
Long Cloths ...	Abyssinia	1·45	1·87	·99	2·04	·48	·32	2·40
	Mozambique	·01	·07	·28	·11	·49	1·05	·97
	Zanzibar...	·62	·57	·23	·44	·24	·54	·83
	Aden	2·23	2·10	3·47	3·98	2·78	3·67	5·66
	China—Treaty Ports*... ...	1·52	3·20	1·10	·28	·02	4·65	1·86
	Arabia	1·51	1·54	1·19	·82	·43	·97	·72
	Persia	·42	·70	·35	·35	·51	·60	·46
	Straits	·11	·02	·02	·08	·09	·13	·15
	Turkey in Asia...	1·94	1·65	2·27	1·19	1·47	1.33	1·36
	Egypt	1·10	·95	·74	1.04	·43	·24	·21
	Other Countries	·26	·07	·04	·02			
	Total...	11·17	12·74	10·68	10·35	6·94	13·50	14·62
Chuddars... ...	Aden	·55	·22	·15	·11	·12	·13	·11
	Zanzibar...	·88	1·04	1·13	·79	·80	·22	·30
	Other Countries	·58	·40	·33	·21	·21	·15	·15
	Total...	2·01	1·66	1·61	1·11	1·13	·50	·56
Dhooties	Aden	·06	·16	.....	.....	...	...	.....
	Other Countries	·27	·19	·02	·03	·03	·03	·14
	Total...	·33	·35	·02	·03	·03	·03	·14
Other Sorts... ...	Total...	·01	·03	·16	·20	·19	·19	·11
	Grand Total...	49·61	57·41	53·96	51·30	43·52	54·28	52·39

* Almost entirely to Shanghai. † Included with "other countries."

Descriptions of Grey Cotton Piece Goods of Bombay manufacture exported to Foreign Ports since 1887-88.

From Government Returns.] [*Years ending 31st March*

DESCRIPTIONS.	In Millions of Yards (0000's omitted.)						
	1893-4.	1892-93.	1891-92.	1890-91.	1889-90.	1888-89.	1887-88.
T. Cloths	16·39	16·77	13·53	9·65	6·42	12·64	6·17
Sheetings	14·74	19·59	21·88	23·40	19·18	19·05	17·79
Domestics	4·89	6·08	6·04	6·51	9·34	8·27	12·14
Drills and Jeans ...	·07	·19	·04	·05	·19	·10	·86
Long Cloths	11·17	12·74	10·68	10·35	6·94	13·50	14·62
Chudders	2·01	1·66	1·61	1·11	1·13	·50	·56
Dhooties	·33	·35	·02	·03	·03	·03	·14
Other Sorts	·01	·03	·16	·20	·19	·19	·11
Total Millions of Yards ...	49 61	57·41	53·96	51·30	43·52	54·28	52·39
Total Lakhs of Rupees ...	57·59	65·62	61·12	58·90	48·06	63·76	59·45

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1886-87.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (000's omitted.)							
	1893-94.	1892-93.	1891-92.	1890-91.	1889-90.	1888-89.	1887-88.	1886-87.
Mule No. 15s and under	35·74	55·99	44·11	41·26	31·87	23·61	28·82	26·52
„ „ 16s to 24s	88·37	113·70	109·78	115·72	99·11	98·90	79·37	62·14
„ „ 25s to 32s	·41	·20	·30	·72	·39	·09	·01	·02
„ „ 33s to 44s	·05	·02	·02	·04	·04	·03	...	·02
Total ...	124·57	169·91	154·21	157·74	131·41	122·63	108·20	88·70
Water No. 20s and under	·11	·08	·24	·23	·30	·09	·15	·21
„ „ 21s to 30s	·05	...	·29	·09	·02	...	...	...
„ „ 31s to 40s	·03	·01	·02	·02	...	...	...	...
Total ...	·19	·09	·55	·34	·32	·09	·15	·21
Colored Yarns ... Total ...	·70	·78	·59	·30	·29	·30	·16	·18
Total Yarns ...	125·46	170·78	155·35	158·38	132·02	123·02	108·51	89·09

Foreing Countries to which Yarns of Bombay Spinning have been exported since 1886-87.

From Government Returns.] [*Years ending 31st March.*

Quality.	To	In Millions of lbs.							
		1893-94.	1892-93.	1891-92.	1890-91.	1889-90.	1888-89.	1887-88.	1886-87.
Mule No. 15s. and under	Aden	·99	·71	1·47	1·28	1·14	·85	1·02	·86
	Japan	·03	·20	·01	·19	·06	1·29	·04	·17
	China, Hongkong	24·87	43·95	33·14	30·45	28·24	19·27	26·22	25·30
	China, Treaty Ports*	9·61	10·91	9·17	9·10	2·25	2·10	1·44	·19
	Other Countries...	·24	·22	·32	·24	·18	·10	·10	
	Total ...	35·74	55·99	44·11	41·26	31·87	23·61	28·82	26·52
16s to 24s. ...	Aden	·41	·29	·52	·38	·45	·31	·24	·29
	Japan	5·64	6·82	6·67	11·50	22·18	21·42	17·20	9·08
	China, Hongkong	42·31	53·71	50·09	47·98	51·84	57·68	45·09	38·14
	China, Treaty Ports*	35·54	50·32	47·18	52·80	22·30	17·23	15·47	13·85
	Straits	2·83	1·25	3·41	1·81	1·31	1·48	1·37	·78
	Other Countries	1·64	1·31	1·91	1·25	1·02	·78		
	Total ...	88·37	113·70	109·78	115·72	99·10	98·90	79·37	62·14
Above No. 24s. ...	Total ...	·46	·22	·32	·76	·43	·12	·01	·04
	Total Mule ...	124·57	169·91	154·21	157·74	131·40	122·63	108·20	88·70
Water	„ Water ...	·19	·09	·55	·34	·33	·09	·15	·21
Colored	„ Colored ...	·70	·78	·59	·30	·29	·30	·16	·18
	Grand Total ...	125·46	170·78	155·35	158·38	132·02	123·02	108·51	89·09
	Value in Lakhs of Rs.	465·05	614·08	555·55	614·14	537·31	497·12	389·69	324·04

* Almost entirely to Shanghai.

RECEIPTS at, and Exports from Bombay Port, also Mill consumption in the Island of Bombay. In thousands of Bales (000's omitted). *Years ending 30th June.*

Years ending 30th June	Receipts	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June	Receipts	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1859	...	490	152	642			1876	1,073	980	35	1,015	147	1,162
							1877	1,141	920	38	958	161	1,119
1860	...	566	202	768	Max. up to t	Exports his year.	1878	961	800	46	846	204	1,050
							1879	832	652	64	716	181	897
1861	...	835	61	896	Americ	an War. In	1880	1,171	874	34	908	220	1,128
1862	...	911	8	919	'63 & '64	Bombay	1881	1,244	874	60	934	273	1,207
1863	...	867	3	870	import	ed Cotton	1882	1,832	1,521	87	1,608	277	1,885
1864	...	1,065	1	1,066	from	China.	1883	1,770	1,335	95	1,430	313	1,743
1865	...	1,187	14	1,201	42	1,243	1884	1,759	1,295	100	1,395	348	1,743
1866	...	1,277	5	1,282	46	1,328	1885	1,139	791	70	861	392	1,253
1867	...	1,030	48	1,078	47	1,125	1886	1,480	1,009	61	1,070	391	1,461
1868	...	1,225	56	1,281	48	1,329	1887	1,703	1,147	40	1,187	454	1,641
1869	...	1,115	50	1,165	49	1,214	1888	1,472	893	58	951	500	1,451
1870	...	967	39	1,006	50	1,056	1889	1,851	1,286	46	1,332	565	1,897
1871	1,085	1,002	48	1,050	52	1,102	1890	2,235	1,488	71	1,559	636	2,195
1872	1,151	1,079	34	1,113	53	1,166	1891	2,020	1,070	107	1,177	762	1,939
1873	978	917	34	951	67	1,018	1892	1,770	905	202	1,107	728	1,835
1874	1,311	1,192	25	1,217	83	1,300	1893	1,738	816	169	985	724	1,709
1875	1,345	1,285	20	1,305	135	1,440	1894	1,769	908	159	1,067	731	1,798

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) from the year 1876 to 1894.

Year.	Cotton.	Wool.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1876	984,191	64,902	2,683,189	416,256	351,510	1,210,313	170,561
1877	839,464	51,845	1,953,209	733,381	269,949	1,183,763	171,908
1878	726,484	64,259	682,878	550,292	426,970	236,153	269,898
1879*	641,457	65,667	480,261	223,414	534,837	120,148	152,627
1880*	922,050	84,418	1,711,202	217,553	528,406	1,948,681	257,701
1881*	1,002,763	63,381	2,081,783	737,315	989,662	9,364,804	192,844
1882*	1,459,924	69,151	3,192,310	710,222	1,113,712	8,351,492	328,300
1883	1,335,468	61,385	4,253,614	1,230,959	1,446,400	9,713,838	344,480
1884	1,231,057	54,534	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,073,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,323,496	69,004	2,159,194	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	489,976
1891	1,028,417	56,695	4,773,505	1,462,833	1,243,077	13,310,857	486,222
1892	954,243	53,275	3,805,823	1,758,459	1,227,560	9,374,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,043,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482

* Including transhipments in Harbour.

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